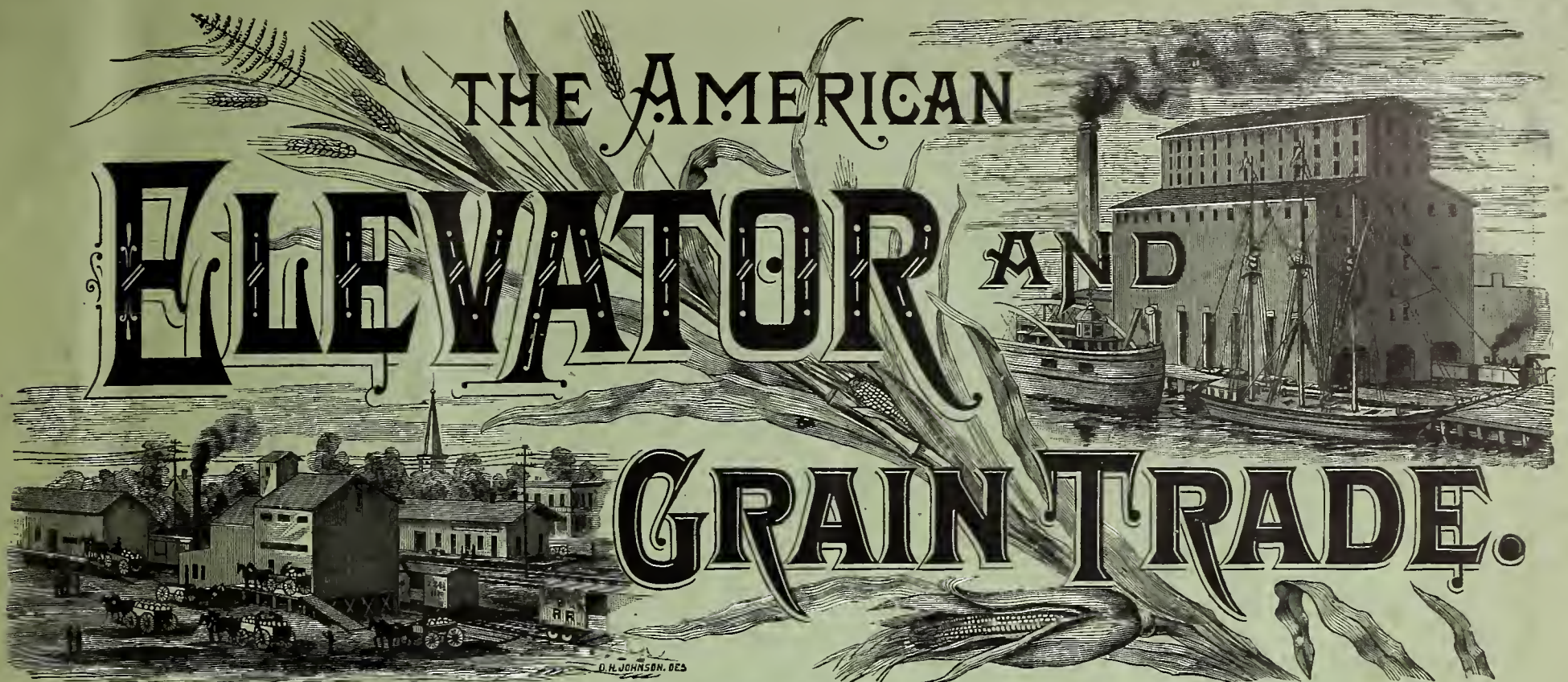


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXVII. CHICAGO, ILLINOIS, SEPTEMBER 15, 1908.

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of the Machinery you need for the new elevator, or Repairs and Extensions to your present plant. We will make you

**Interesting Prices  
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## Grain Elevator Belting

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**Best Made  
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MFG. CO.**

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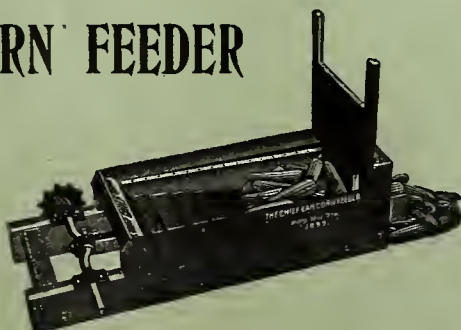
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The phenomenal growth of the Foos Gas Engine factory—now the **LARGEST IN THE WORLD**—represents **TWENTY-ONE** continuous YEARS of satisfaction of the

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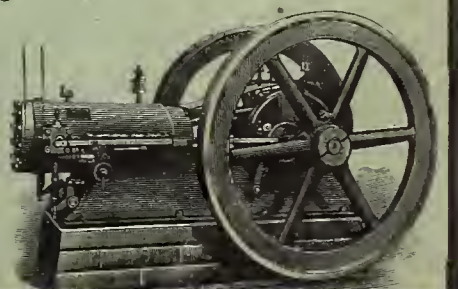
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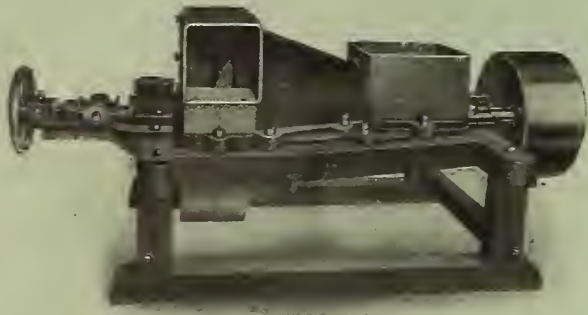
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Patents Pending Adjustable Cylinder

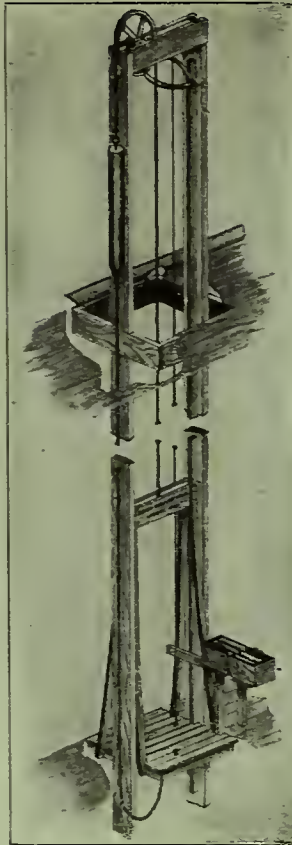
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EQUAL TO ANY CLEANER MADE

Easy  
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Requires  
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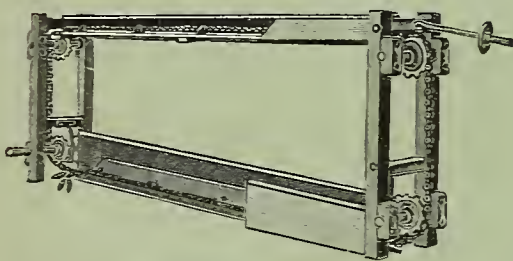
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## Ohio Regular Corn Sheller

Both Style Shellers, 300 to 1,500 bu. per hour

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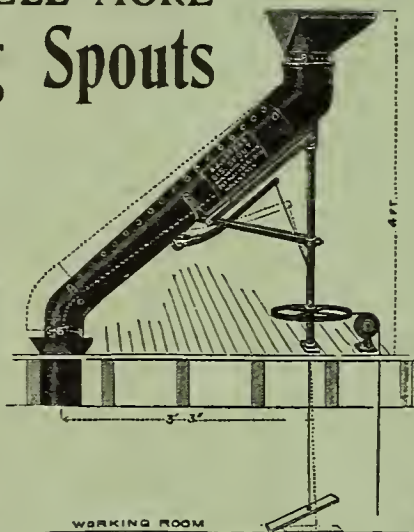
than ever, because they have  
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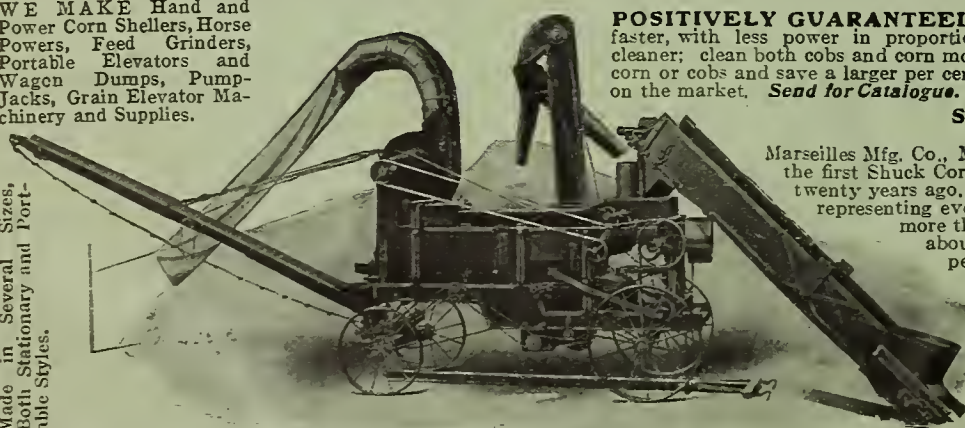
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Power Corn Shellers, Horse  
Powers, Feed Grinders,  
Portable Elevators and  
Wagon Dumps, Pump-  
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**POSITIVELY GUARANTEED** to shell either shucked or unshucked corn  
faster, with less power in proportion to capacity; take the corn off the cobs  
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corn or cobs and save a larger per cent of the corn than any other cylinder sheller  
on the market. *Send for Catalogue.*

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the first Shuck Corn Sheller you ever made, some eighteen or  
twenty years ago. Since then we have bought 12 or 15 of them,  
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more this season. We have bought one or more of  
about every other make and think we are com-  
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ers husk and shell the corn off the cob more  
thoroughly; save it more completely; clean  
both the shelled corn and the cobs more  
perfectly; require less power in proportion  
to capacity; are more durably constructed  
and cost less, loss of time and cost of re-  
pairs considered, than any sheller we  
have ever used. We have thrown out  
every other kind of Corn Sheller we ever  
bought and have replaced them with  
yours. KEEL & SON. By J. Z. Keel.

Made in Several Sizes,  
Both Stationary and Port-  
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Branch Houses and General Agencies at Principal Distributing Cities

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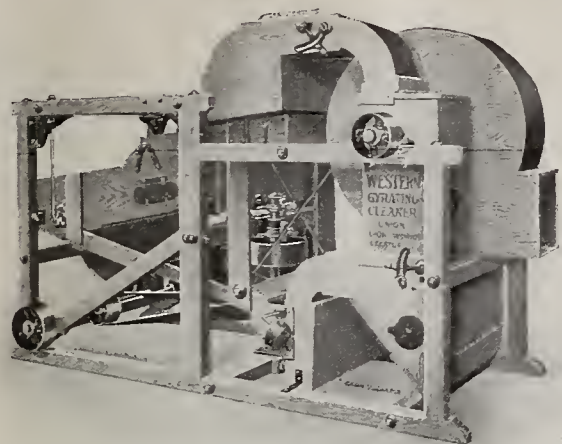
This lift is so well  
known it is useless  
to describe it.

Full  
Elevator Equipments

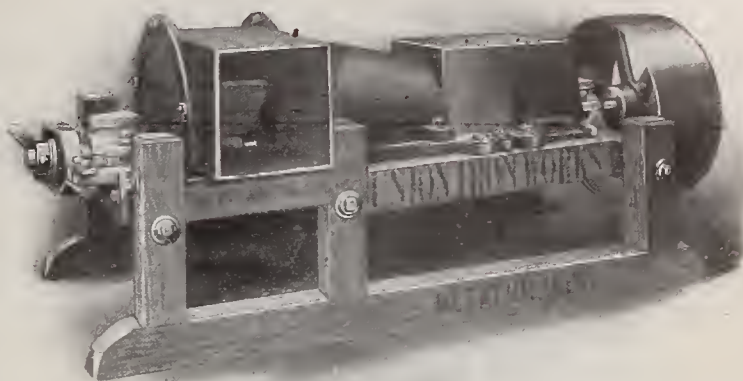
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**Best  
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## THE WESTERN GYRATING CLEANER

Made in seven sizes. Capacities from 200 to 1,800 bushels per hour.

Rotary motion.  
Perfect balance.  
No shake.  
Perfect cleaning.  
Cleans all kinds of grain.  
Noiseless, strong, compact and durable.

## THE WESTERN PITLESS SHELLER

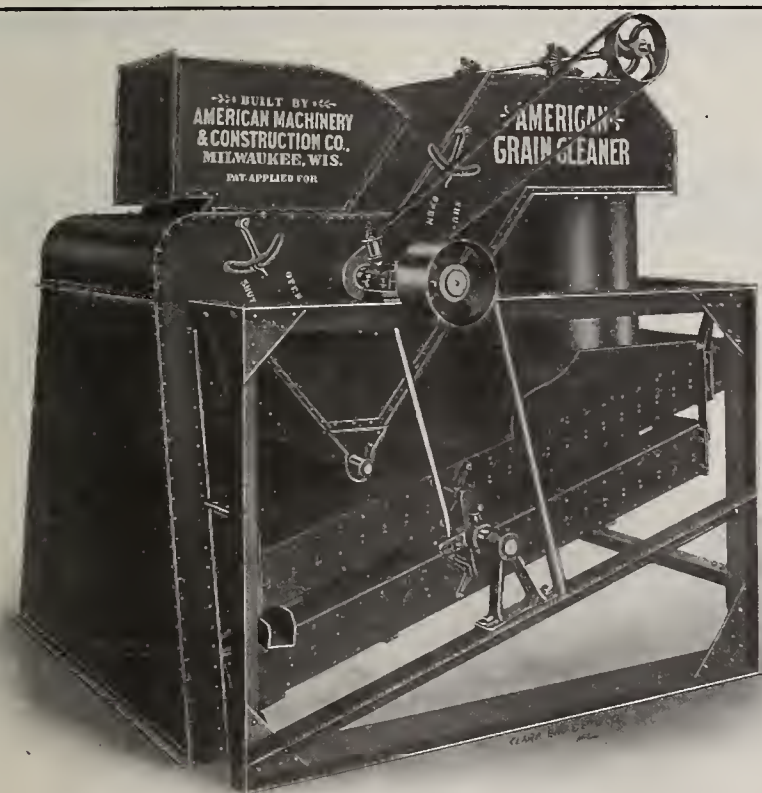
Made in three sizes. Capacities 300 to 1,300 bushels per hour.

Will not crack the corn.  
Does not require a pit or tank under your elevator.  
Discharges directly into the boot.  
Fan chamber is adjustable; can be changed to discharge either to right or left, under or over.  
Fitted with our patent adjusting lever, enabling the operator to adjust cylinder while running to all kinds and conditions of corn.

A complete line of Elevator Equipment—Plans and Specifications furnished.

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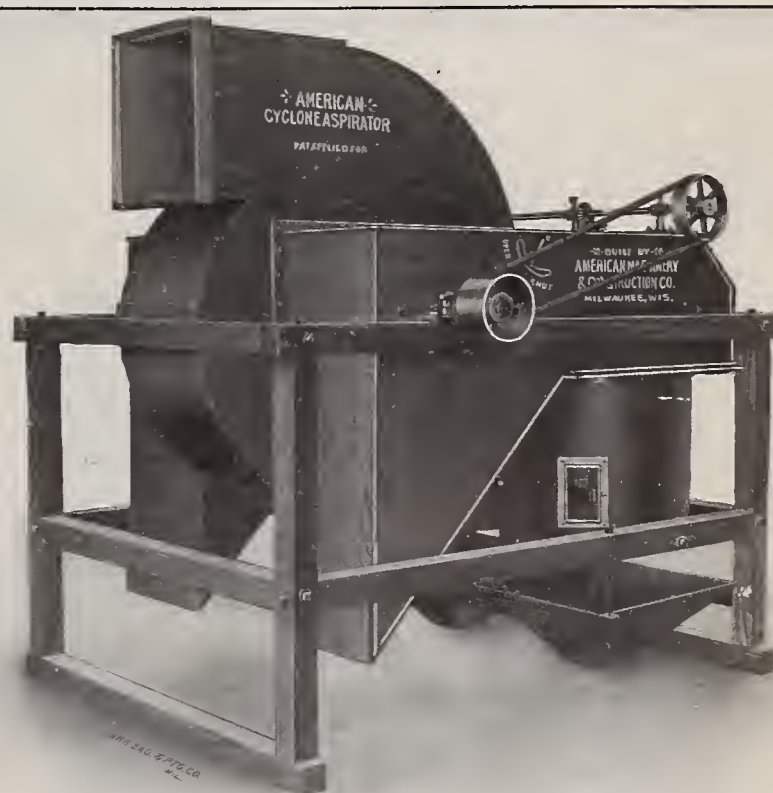


## The AMERICAN GRAIN CLEANER

**H**AS a much larger screening surface than any other machine rated with an equal capacity. Each one of the two shakers is provided with both main and sand screens.

Perfect Air Separations are made in the Pneumatic Steel Cylinders which take out about 90% of the impurities before the grain reaches the sieves.

It is simpler in operation, requires less attention and only about one-half the power necessary for other separators.



## The AMERICAN CYCLONE ASPIRATOR

**P**NEUMATICALLY separates Oats and all light impurities from wheat, rye, barley and corn, and is, therefore, an invaluable machine for grain men and millers.

Maltsters and brewers will find this the only practical machine with a very large capacity for separating all sprouts, chaff and dust from the malt as it comes from the kilns.

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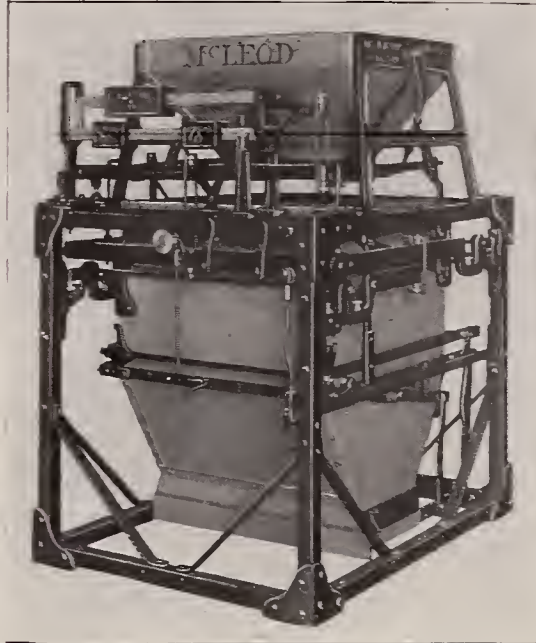
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## THE McLEOD AUTOMATIC SCALE

*The scale that weighs*



**H**AVE you ever seen an automatic scale choke up on light oats or straws in the grain? Of course you have, but not a McLEOD!! We guarantee them against this.

Do you want an automatic scale that can be set in one second to weigh by hand, thus testing at any stage of your work whether your grain is running uniform or varying in grade? If so, you want a McLEOD.

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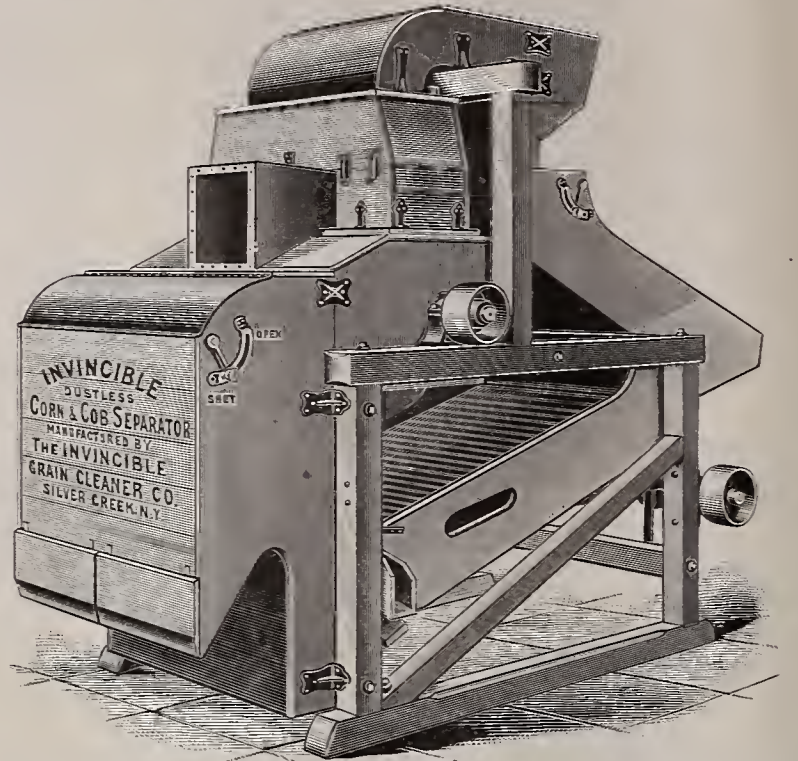
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**McLEOD BROS., - Bloomington, Ill.**

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This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.

It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.

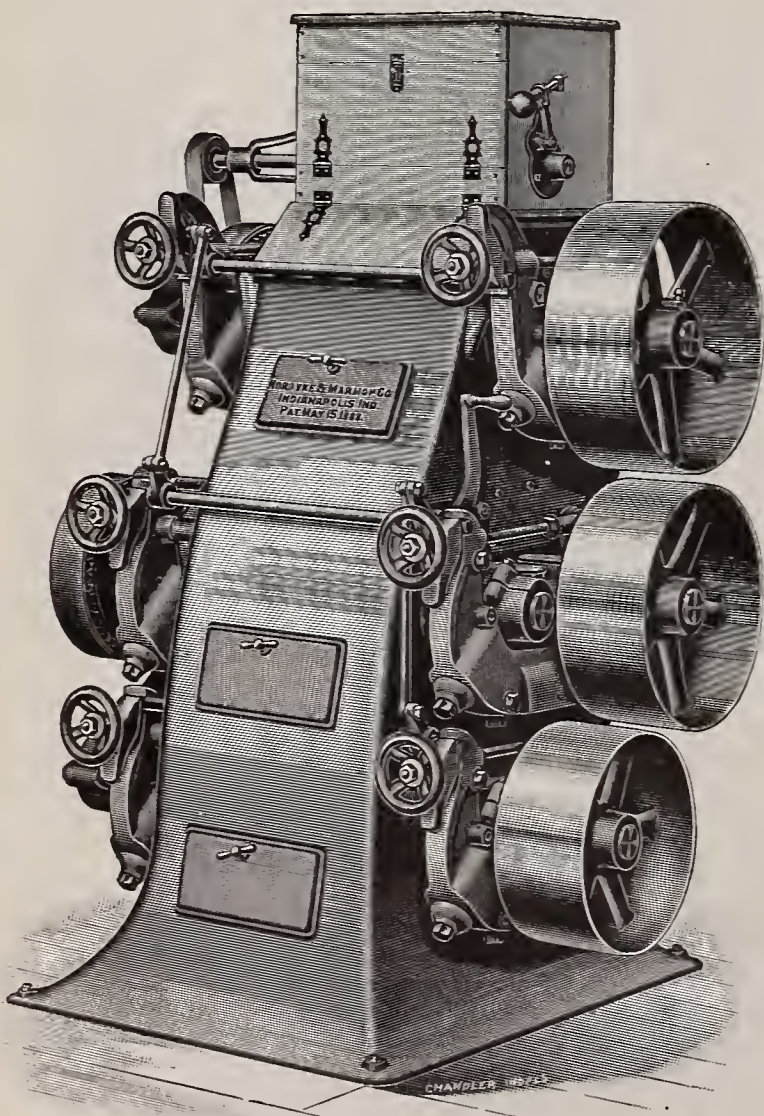


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The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

Send for Catalogue

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America's Leading Flour Mill Builders

Established 1851

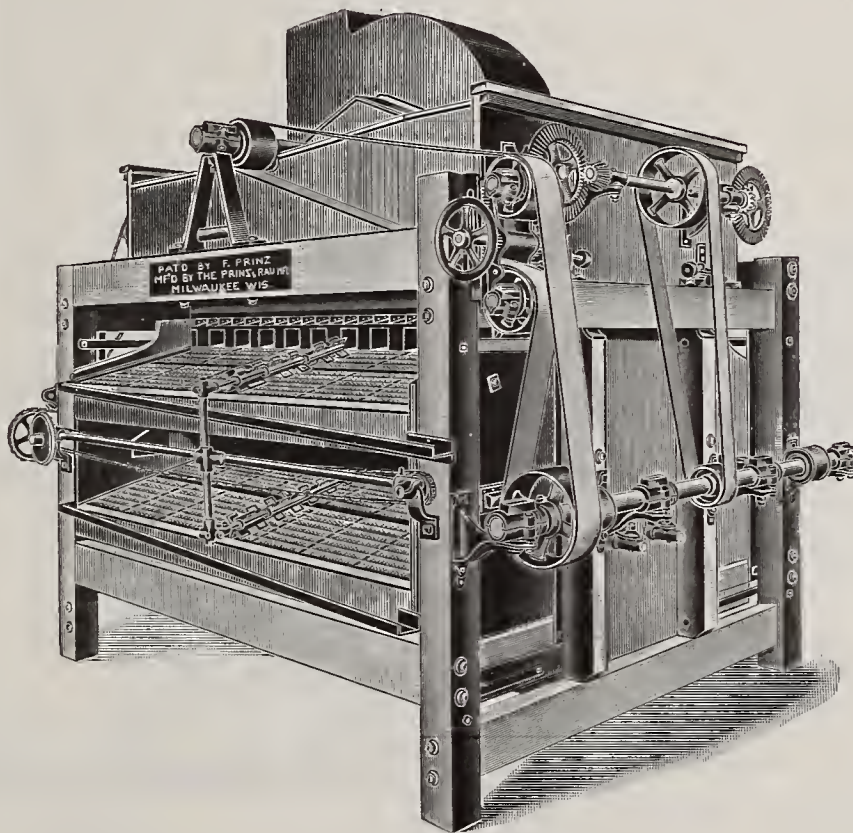
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*At the Head of the Procession*

# PRINZ AUTOMATIC SEPARATORS

The Machines that have Revolutionized the Grain Cleaning Business



## PERFECT CLEANING—DURABILITY—EASE OF REGULATION

The screens are of sheet steel and retain their shape under hard usage. Each sieve has a seed screen at head.

The grain is spread the entire width of sieve by a perfect automatic feeder.

The sieves are kept perfectly clean all the time by our patented automatic traveling cleaner.

A strong, steady suction is created by a large slow-running fan.

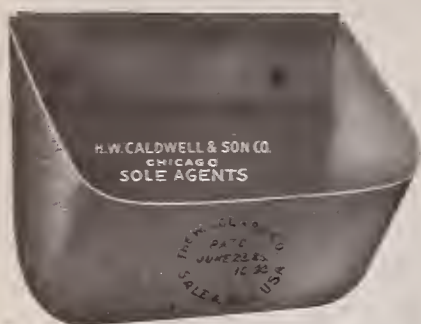
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## Genuine Salem Buckets

The Genuine Salem Bucket is light, serviceable and correctly shaped. Enters the material easily, carries maximum load and empties clean. Different gauges of steel suitable for handling any material. Made only by The W. J. Clark Co., Salem, Ohio.

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Unquestionably our Helicoid (continuous flight conveyor) is the best screw conveyor made. We are the originators of and fully equipped to make sectional flight conveyor also, but advise customers to use Helicoid, because it is better balanced and more durable than any other screw conveyor, and renders more satisfactory service.

Helicoid conveyor is well adapted to the handling of grain and all milling products; cotton seed and cotton seed products, fertilizers, sugar, starch, rice, coal, ashes, cement, concrete, phosphate, sawdust, and many other articles.

Helicoid costs no more than other conveyors.

### H. W. Caldwell & Son Co.

CHICAGO, Western Ave., 17th-18th St.

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## Our New Location

Owing to the erection of the new Chicago & North-Western station, we have moved this month from our old place at 53 South Canal St., Chicago, which we have occupied since the Chicago Fire, and are now in our new and, we trust, permanent location at 250-254 South Clinton St., Chicago.

Here we have over 70,000 square feet of floor space for our grain elevator and flour mill machinery, and improved facilities in every way for taking care of our large business.

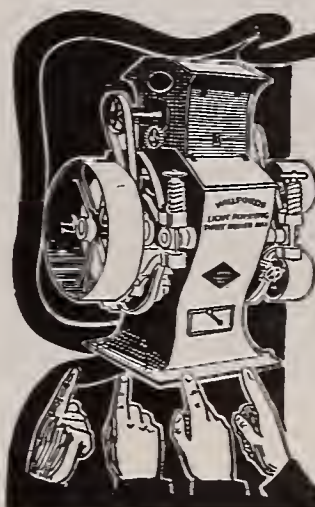
In all we have six floors for our special and second-hand machines, and we invite you to write or wire us when you are in the market for grain elevator or mill supplies of any description.

Patrons will be served even more promptly and satisfactorily than in our old place on Canal St.

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#### Mill Furnishers and Grain Elevator Supplies,

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### Willford Three-Roller Feed Mill.

- (1) It is Easy to Handle.
- (2) It is Strong and Durable, but Simple.
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Write for Circulars and Prices.

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You certainly do both.  
Our business is to furnish these Supplies and to do Repair Work.  
We always have a most complete stock of

### ELEVATOR AND MILL SUPPLIES

Power and Transmission Machinery

We do all kinds of repairing  
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### Repair Gasoline Engines

We Ask Your Patronage. Write Us.

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## LEWIS GAS ENGINES

ALWAYS FILL THE BILL

Starts without cranking. Patented features make it more durable, smoother running, easier working than ordinary engines. Automatically adjusts itself—a light impulse for light work—powerful impulse for heavy load—saving fuel, wear and tear. Sold for twenty years. Thousands in use. Tell us what you will use it for, and we will recommend size and give price.

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## Marseilles Portable Grain Elevator and Wagon Dump

### SAVES MONEY IN BIG CHUNKS

#### Because

It saves 20 to 30 minutes' time unloading every wagon, and all manual labor.

Think what that means to the man that hires men and teams and the man behind the "scoop" shovel

It unloads the largest wagons in 2 to 5 minutes

Handles ear corn, wheat, shelled corn, any kind of grain, sugar beets, or anything that can be handled with a "scoop."

Two men can set it up or take it down. A boy can operate it.

Let Us Show You Why  
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ENGINES

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The Engine that  
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NEAT—NOBBY—HANDY

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CORN SHELLER

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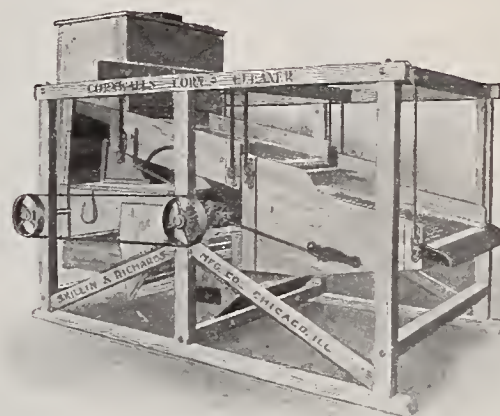


## ARE YOU PREPARED TO HANDLE THE NEW CROP

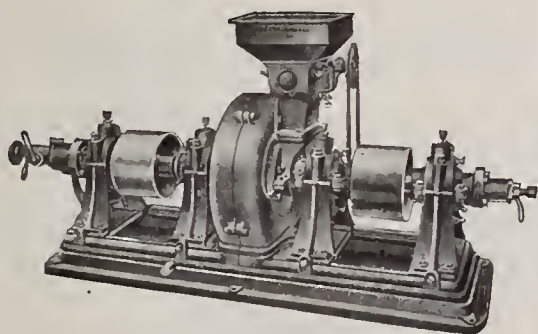
The Victor Corn Sheller and Cornwall Corn Cleaner are standard machines of their class. These machines will enable you to handle the crop to best advantage. For efficiency, capacity, strength and durability they have no equal. They possess valuable features possessed by no other shellers and cleaners. We also make other shellers and cleaners and a complete line of Feed Mills, Separators and Elevator Supplies. Send for latest circulars.

### BARNARD & LEAS MFG. CO.

Builders of Elevator Machinery and Supplies  
MOLINE, ILL.



*Order  
One  
Now*



## Monarch Attrition Mills

are in big demand this time of year and if you want to get your share of the feed grinding business you should place your order at once. The Monarch way of grinding feed is the most progressive one and the Monarch mill is the most successful feed grinder of its class. Hundreds of elevator owners have installed Monarch Mills and are making money grinding feed. Why not you? Send for

### OUR NEW CATALOGUE

and learn all about the scientific grinding of feed. It treats the subject from a new standpoint and also tells why the Monarch has phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable endless belt drives; hammered steel shafting; ball bearings and other improvements not found in competing mills.

Mention amount and kind of power you expect to use for operating a mill

### SPROUT, WALDRON & CO.

John Williams Taylor, Southwestern Agent,  
491 Pacific Ave., DALLAS, TEXAS

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Dries the grain uniformly and extracts any percentage of moisture desired.

Most economical, dries continuously, inexpensive to adopt.

Cools hot grain.

Built in capacities of five bushels to any quantity.

*Satisfactory Results Guaranteed*

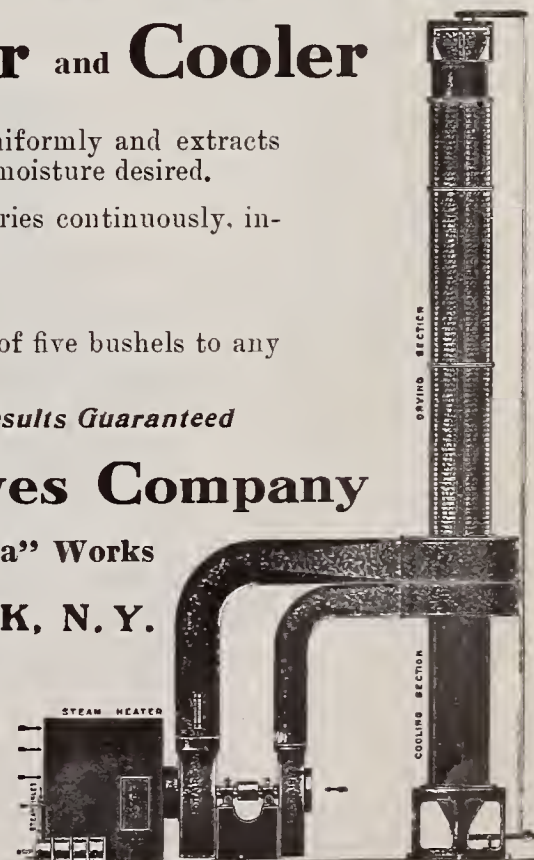
### The S. Howes Company

"Eureka" Works

SILVER CREEK, N. Y.

"Eureka"

Grain Cleaners  
Oat Clippers  
Feed Packers



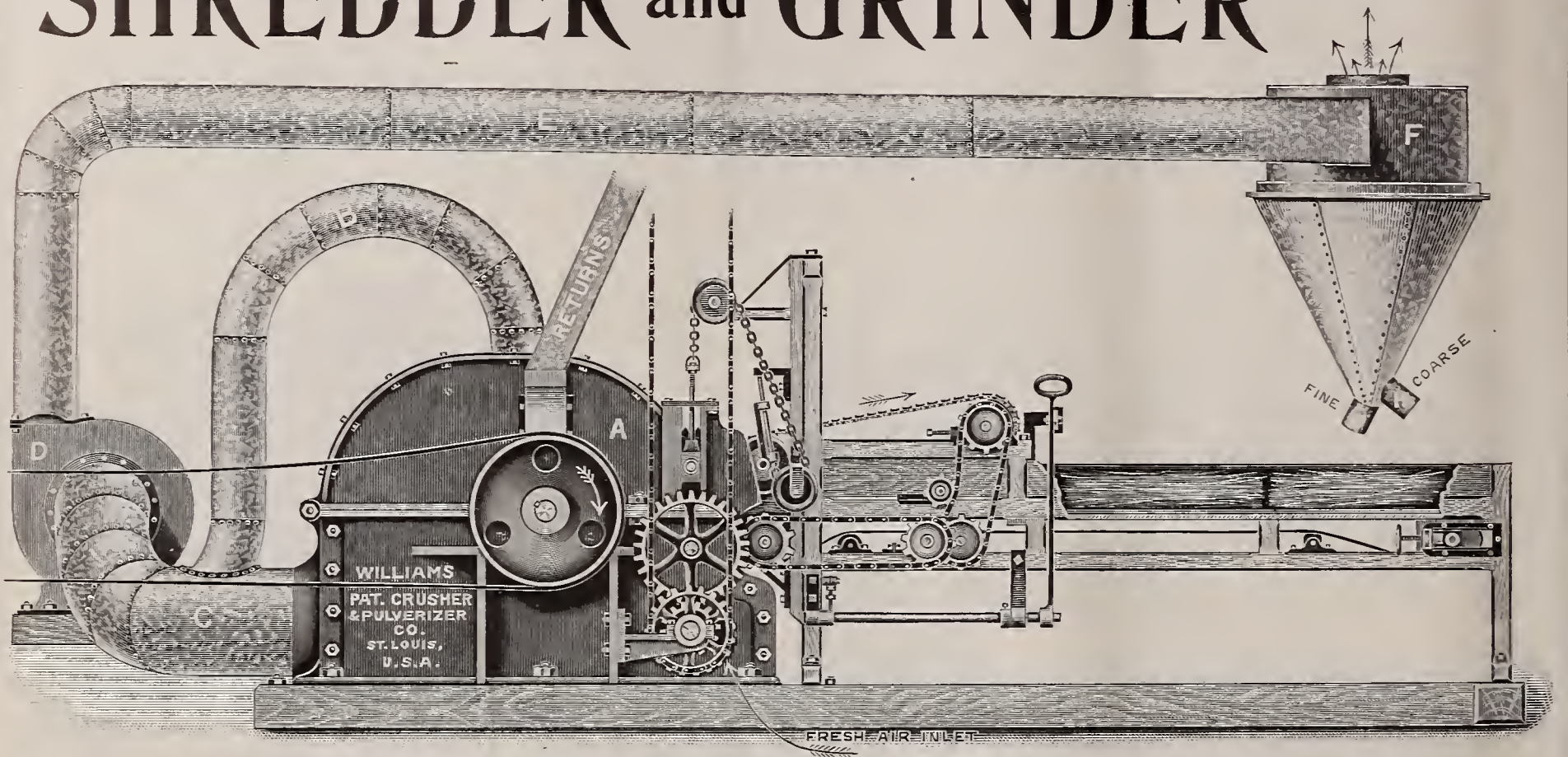
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## THE ONLY VERSATILE FEED GRINDER EVER PRODUCED

They will reduce EAR CORN with the HUSK on.  
 They will reduce ALFALFA HAY from the BALE or from the STACKS.  
 They will reduce ALFALFA HAY and EAR CORN together.  
 They will reduce ALFALFA HAY and SHELLED CORN together.  
 They will reduce ALFALFA HAY and OATS together.  
 They will reduce ALFALFA HAY and FODDER OF ALL KINDS, with the CORN on.  
 They will reduce ALFALFA HAY and PEA VINES.  
 They will reduce EAR CORN ALONE or SHELLED CORN ALONE.  
 They will reduce OATS ALONE.  
 They will reduce ALFALFA HAY and two other kinds of CEREALS at the same time, as each machine has three separate feeding places.

They will reduce ANY FORAGE material or CEREAL, together or separately.  
 They will reduce GREEN CORN from the field.  
 They will reduce CLOVER HAY, TIMOTHY or ANY KIND OF STRAW.  
 They are CUTTERS when desired, GRINDERS when desired and SHREDDERS when desired.  
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 They will reduce COARSE OR FINE by changing cages.  
 They will reduce OAT HULLS, RICE HULLS, FLAX SHIVES or any other FOOD MATERIAL.  
 They produce two grades of goods AT THE SAME TIME, coarse and fine, BY OUR COMBINED SYSTEM OF COLLECTING AND SEPARATING.  
 They WILL GIVE DOUBLE THE CAPACITY FOR THE POWER EXPENDED AND COST FOR REPAIRS OF ANY KNOWN GRINDER ON EARTH.

We have a corps of competent milling engineers in the field making estimates and taking contracts for the installation of complete alfalfa meal plants, from the stump up.

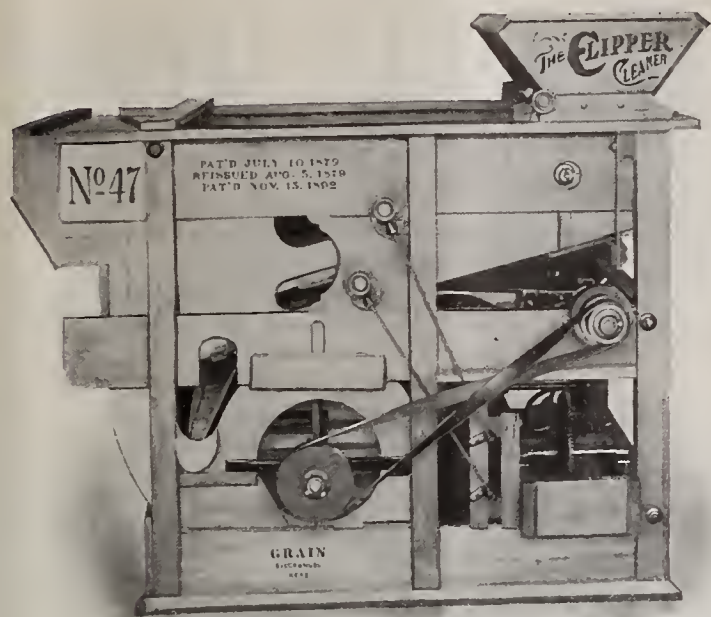
For Further Information  
 Write for BULLETIN NO. 7

Write for Catalog of the Noxon  
 Automatic Hay, Meal and All Around Feeder.

Oklahoma Representative: Chas. A. Tappan, 217 W. Reno St., P. B. 1268C, Oklahoma City, Okla.  
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## The No. 47 Clipper Cleaner

is unequalled for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens, which enables you to keep it working to its full screen capacity all the time. It is very light running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with

one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horsepower on clover or any kind of seed, nor over one horsepower on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

**A. T. FERRELL & CO., Saginaw, W.S., Mich.**

Have you seen our plans for

### DEEP STORAGE

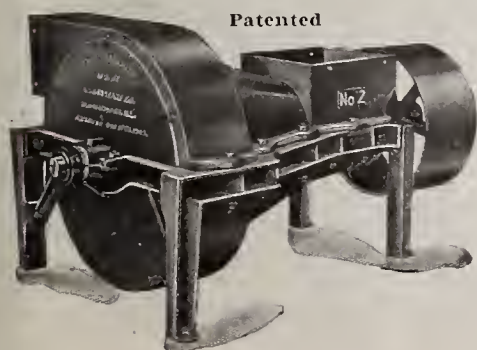
annex, in which you can handle all kinds of grain with one conveyor? Any capacity



(B. S. C. Chain Feeder and Conveyor)



(No. 26-77 B. S. C. Chain for Ear Corn)



(United States Corn Sheller)

desired to the Boot, or **U. S. CORN SHELLER** another money saver. No steel tank or pit; no lower hopping; quickest installed; cheapest repaired; less

space and power; positive feed and adjustment; shells clean; capacity as rated; made rights and lefts, over or under discharge to suit *your* location. *Which shall it be?*

*Sold by all Responsible Elevator Builders*

**B. S. CONSTANT CO., Bloomington, Ill.**

## Johnson's Grain Dryer and Renovator

A Pneumatic Process for Cooling and Drying Grain Without the Use of Heat or Chemicals.



Piper City, Ill., Feb. 3, '08  
E. G. Isch & Co.,  
Peoria, Ill.

Gentlemen—Yours of the 30th inst. to hand, and in reply will say that we know that the dryer is a good thing, as it has made us money so far. We have the elevator almost full of wet corn that we have no fear now of keeping until we get it dried out. Before the dryer was put in we were afraid to handle this crop. We would not be without it or hesitate recommending it to all grain dealers. We remain

Very truly yours,  
Geo. D. Montelius & Co.

### The Johnson Dryer and Renovator

may be installed in any Elevator, Corn Crib, Oat or Wheat Bin, Car, Boat, Steel or Cement Tanks or any Grain Receptacle. It can be placed in basement, engine room or elsewhere and will not increase your insurance.

*It will make you money.*

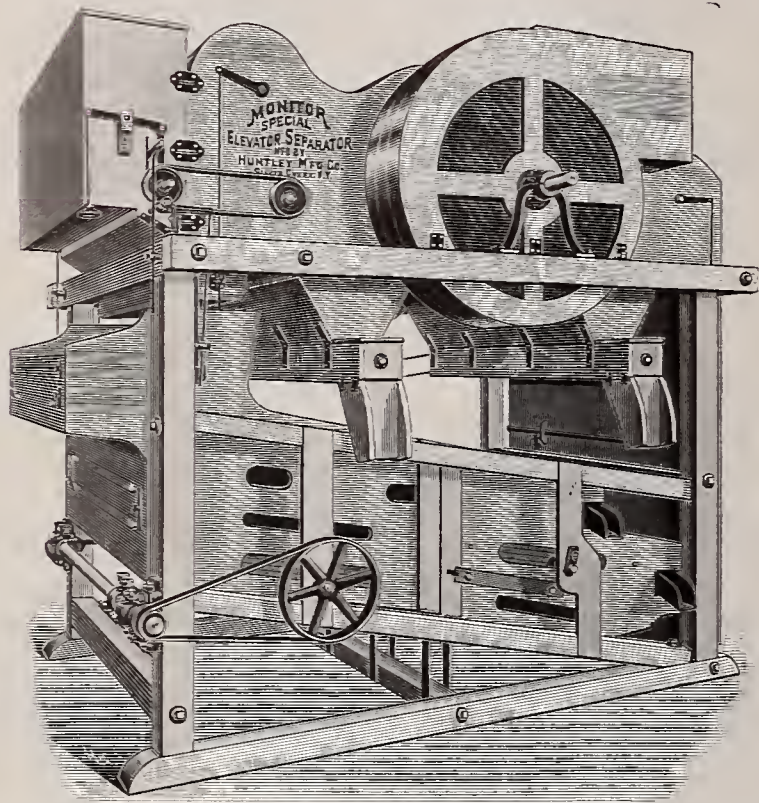
**E. G. ISCH & CO., Manufacturers**  
PEORIA, ILL.



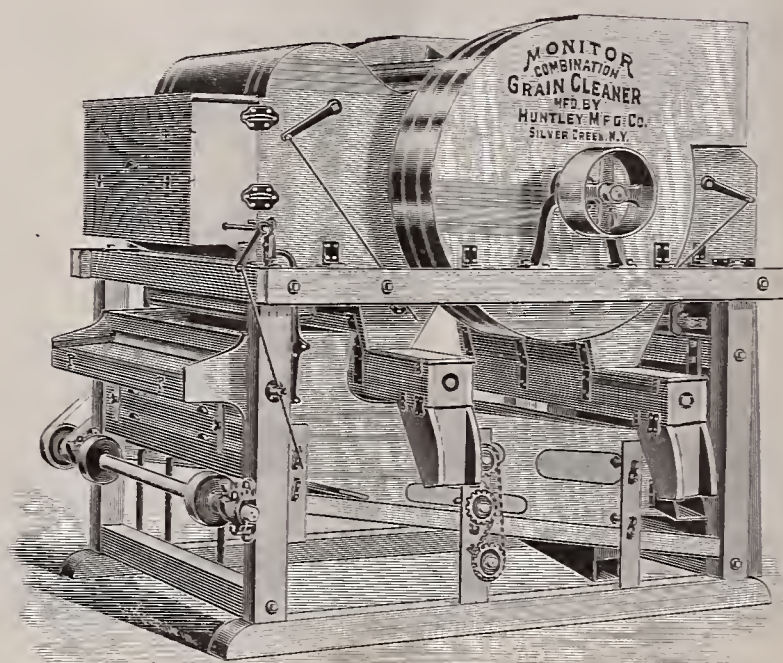
# WELL KNOWN THE WORLD OVER

As the One Distinctly Original Type of Successful Grain Cleaners

## MONITOR GRAIN CLEANERS



THE MONITOR SPECIAL SEPARATOR

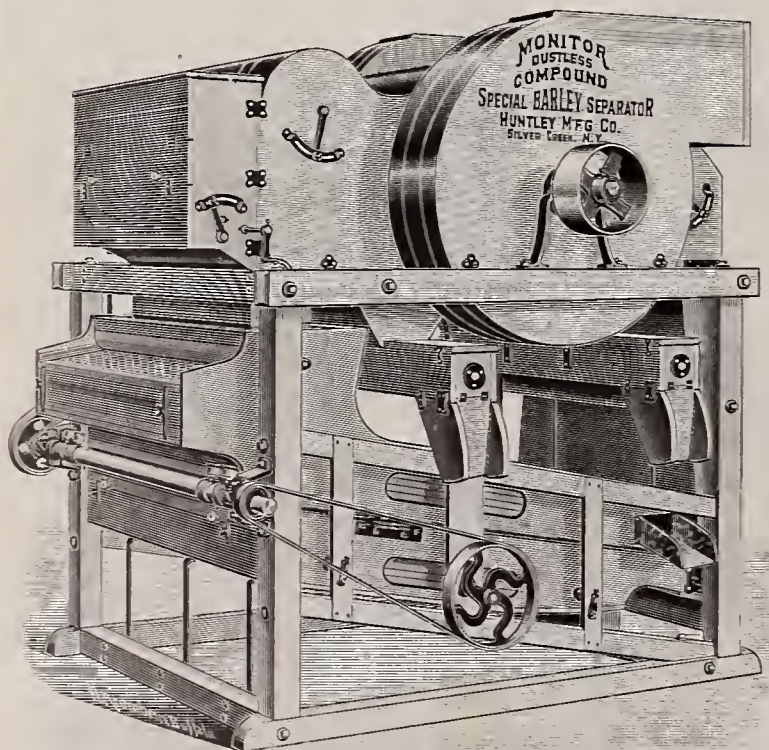


THE MONITOR COMBINATION GRAIN CLEANER

### ALL OF THESE SEPARATORS

have recently patented improvements that place them far in advance of any other make of cleaners.

**Automatic Disc-Oiling Eccentrics**, a different scheme of oiling than other manufacturers use — it's simple and dependable.



THE MONITOR BARLEY SEPARATOR

**Our Patented Air-Equalizing Device** makes possible a class of air separations no cleaner on the market can equal.

**Deep Reservoir Ring-Oiling Bearings**, different and better than any other grain cleaner is supplied with.

**Counterbalanced Drive.** All machines have Perfected Shaker Motion.

**Automatic Sieve Cleaners**, working underneath the screens.

### Huntley Mfg. Co., Silver Creek, N. Y.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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No. 3.

{ ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.

#### ADDITION TO C., M. & ST. P. RAILROAD ELEVATOR.

The first elevator built at Coburg, a suburb of Kansas City, Mo., for the Chicago, Milwaukee & St. Paul Railroad Co., was erected by Geo. M. Moulton & Co., and did service until 1904,

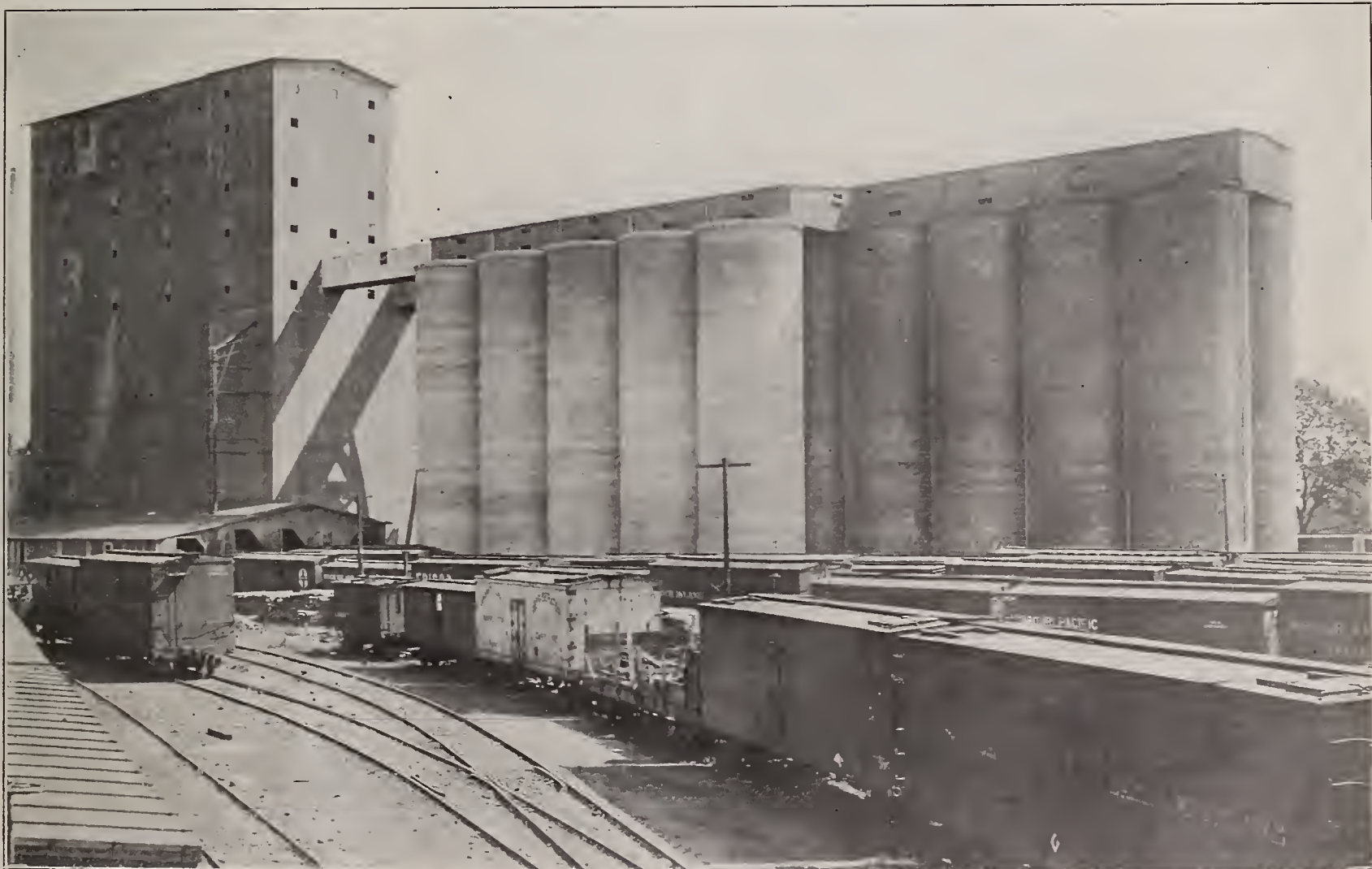
concrete. There is also a new track shed and new unloading pits, making 19 in all. The tanks are 23 feet 9½ inches in diameter and 85 feet in height and give an added storage capacity of some 200,000 bushels. This gives the house a total storage of about 800,000 bushels. The elevator has a capacity for handling 200 cars

[For the "American Elevator and Grain Trade."]

#### FIRE HAZARD OF EAR CORN.

BY J. J. F.

There is no denying the fact that country elevator losses are too heavy. Many causes are assigned for this. Mice and matches, moral



THE CHICAGO, MILWAUKEE & ST. PAUL RAILROAD CO.'S ELEVATOR AT COBURG, KANSAS CITY, MO.

Tank Additions Constructed by James Stewart & Co., Engineers, Chicago, Ill.

when the Barnett & Record Co. of Minneapolis was given the contract for additions and improvements. These included a working house and 18 tile storage tanks. On March 24 of this year James Stewart & Co. were given the contract for further additions, and the present house, as completed on August 1, is shown in the illustration on this page.

The new tanks are five in number and of

in and out daily, and is operated by Simonds-Shields Grain Co.

E. S. White, agricultural and horticultural commissioner of the Rock Island-Frisco systems, lectured recently in Iowa towns on corn and corn culture. He was in charge of an "agricultural car" sent on a lecturing tour by the Rock Island System.

hazard, hot boxes, and several other well-known hazards are trotted out and saddled with the blame. But I believe that the handling of ear corn through a country elevator is the greatest hazard that fire insurance companies have to contend with to-day. The hazard is a serious one, and it must be brought forcibly to the attention of country elevator owners if losses are going to be reduced.



Now, to begin with, the extra machinery that must be installed to handle ear corn carries with it the extra hazards in the way of hot boxes, cboke-ups, etc. And in addition the drag belts and drag chains that are generally put in the basement of an elevator make oiling a rather difficult operation.

The average ear corn house is operated by steam power. One of the reasons for this is that the cobs are used for fuel. The power house is usually frame and attached to the main building, and the cob house built close to the hoiler, so that too many steps will not be lost in firing. The elevator man is usually the fireman, except when extra busy. He starts in to load a car and runs down to throw in a shovelful of cobs. Runs back to the elevator and does a little work and back to the shovel again. After he has so alternated for an hour or two the floor in front

spend a few dollars investigating the subject a satisfactory burner could be secured.

Most steam power elevators have an iron stack, and all are agreed that the iron stack is more dangerous than a brick one, but, as stated, the power house of an ear corn elevator is nearly always frame, and ninety-nine times out of a hundred, a frame power house means an iron stack. I have not the exact figures on the subject, but I'll bet dollars to doughnuts that if a record of country elevator losses for the past ten years were made the handling of ear corn and the hazards that naturally follow it would show a larger percentage of losses than any other three hazards together.

To eradicate this danger I believe the first place to start is at the power house. In all cases a brick, detached power house should be erected and a brick stack put up. If to this were added



BELT GALLERY OF THE C. M. & ST. P. R. R. ELEVATOR AT COBURG, KANSAS CITY, MO.

of the furnace is ankle deep with cobs and shucks and a spark does the rest. But he says "he always sweeps them back at night." That man is supposed to keep his elevator in a clean condition, but he cannot do it, for the simple reason that he has lost his sense of proportion. The power house is bound to be dirty and the elevator by comparison is relatively clean. If that man is around the elevator long enough it will burn, because he grows careless about the dirt and he will grow careless about other matters. This is not theory, but an absolute fact.

All of the cobs cannot be used for fuel, and it would be next to impossible to build a cob house large enough to store the surplus. They are generally spouted out on the ground awaiting such time as the farmers care to haul them home for fuel. Often they are hauled away a few hundred feet and burned. Sometimes they are burned within fifty feet of the elevator. There is being used in some places a cob burner to which all the surplus cobs are spouted and burned. Where the cobs are spouted to the ground, they are always in danger of being fired by railroad sparks. In fact, the danger from this source is a serious one. The cob burner is a logical method of handling the surplus, but the cob burner in use to-day is as dangerous as the ground hazard, and to build a cob burner after the style of the old saw mill refuse burner would be too expensive. What is needed is a safe, cheap burner, and I believe it is up to the insurance companies to get busy along this direction. I think if they would

a standard cob house, such as recommended by the mutual companies, one source of loss would be stopped. A brick power house can be kept in tidy condition and is usually found so, because the building is substantial; the engine is not in the way of all the dirt and dust around the elevator, and it is easily kept clean, and any man with the least spark of pride will keep an engine clean if it is possible for him to do so. And when the power house is kept clean the elevator will be kept clean, and when the elevator is kept clean the machinery is looked after in better shape. This is not guesswork, but is a fact that can be proven by the inspection of country elevators.

If, in addition to this improvement, a standard cob burner at a reasonable cost could be recommended to the country elevator man, I believe that the ear corn hazard would be reduced to the minimum and the cost of mutual insurance materially cut down.

The affairs of the Wisconsin Stock and Grain Company, "shoppers," which went into a receiver's hands many months ago, were wound up at Minneapolis on August 31. The receiver found assets to the amount of \$32,641, and liabilities of \$152,079. After paying attorney's fees of \$1,500, and the following preferred creditors: Congressman Halvor Steenersen, \$800; D. G. Vastbuiller, \$75; William Blackly, \$510, and V. H. Kane, \$126, the receiver found that there would be enough left to pay creditors 14 per cent.

## UNIFORM BILL OF LADING.

The Commercial Exchange of Philadelphia has not lessened its activity in opposition to the Interstate Commerce Commission's proposed uniform bill of lading; and on August 13 the directors adopted the following resolution:

Whereas, The transportation committee of this Exchange, having examined the new form of bill of lading recommended by the Interstate Commerce Commission for adoption and use by all carriers from and after the first day of September, 1908, and recommended to this board the adoption of a protest against certain provisions contained therein that are particularly obnoxious to the grain trade as hereinafter recited; therefore, be it

Resolved, That this board adopts the following protests against the use of the said bills of lading for the reasons set forth:

First, against that portion of Section 1 which provides inter alia that "no carrier . . . shall be liable . . . for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights." The objection to this provision, so far as it relates to a loss caused by natural shrinkage, is that it concedes a point to which the board has already taken exception and which a member of the Exchange is now contesting before the Interstate Commerce Commission in connection with an arbitrary demand by the Philadelphia & Reading Railway Co. for a reduction of his claim for shortage to cover an imaginary liability of the bill of lading holder for natural shrinkage, and which provision is now being opposed by nearly all of the leading grain exchanges of the country, and as many of the larger Western railroad companies, such as the Atchison, Burlington and Rock Island lines, have ceased to demand an allowance for such alleged natural shrinkage, it seems most superfluous to now make provision to cover such alleged loss in a bill of lading that is supposed to have been prepared to fill a need of the grain trade. Furthermore, as the common law is supposed to hold the carriers liable for originally shipped weights, and there is provision in Section 20 of the "Act to Regulate Commerce" to protect holders of bills of lading from any loss or damage or injury to property in transit on interstate business, by making carriers liable therefor, it is especially desirable not to include in the new forms of bills of lading any nullifying clauses that are in opposition to the laws already established.

As regards the further exoneration from liability to the carrier for discrepancies in elevator weights, the provision in Section 1 is too loosely worded, and is open to similar objections to those above recited, especially as in at least one state, that of Illinois, the law guarantees to the owner of the bill of lading the delivery of the full quantity that was loaded into the car.

Section 1 also exonerates the carrier from certain liability in the case of loss or damage that occurs while property is held in transit, which is objected to by the transportation committee because it might work an injury to an innocent holder of a bill of lading.

Second, against that portion of Section 3 which provides that claims for loss, damage or delay must be made to the carrier at the point of delivery or at the point of origin, within four months after delivery of the property, etc., and unless claims are so made the carrier shall not be liable. The objection to this is that it would necessitate at times making claims at a distance from the claimant's place of business, thus placing the claimant at a greater disadvantage than at present, and in some extreme cases it might not be possible to file complete claims within four months. The limitation of the right to present a claim to a certain named shorter period than that permitted by the present laws ought not to be sanctioned, and, besides, this provision also conflicts with that portion of Section 20 of the "Act to Regulate Commerce," cited above, so far as interstate traffic is concerned.

Section 3 also provides that no carrier is bound to transport property by any particular train or vessel or in time for any particular market, or otherwise than with "reasonable dispatch." The objection is that the term "reasonable dispatch" is capable of wide construction. Reasonable dispatch might work no injury to some classes of traffic, while greatly injuring or destroying others, according to the season and the nature of the commodity. Grain especially might suffer materially from a week's delay, while pig iron might be delayed indefinitely.

Third, against that portion of Section 4 which provides that "all property shall be subject to necessary coöperation and baling at owner's cost." If this general term of coöperation should be held by the carriers to include grain doors, there is a very serious objection to it that should be raised by



the grain trade, inasmuch as it is a duty of the carriers to provide and securely fasten grain doors, the failure to do which at present leads to losses and many of the claims of bill of lading holders.

Fourth, against that portion of Section 4 which provides that "grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may . . . be there delivered," but there is no provision for notice of the arrival of such grain or the time that it will be held subject to disposition before it is placed in a public warehouse. The objection to this is that it is the carrier's duty to transport the property to the usual place of delivery and to notify the owner on arrival. The first paragraph of Section 5 seems partly to cover the same provisions as Section 4 that are objected to in the preceding fourth item of complaint.

Fifth, against that portion of the form of the bills of lading which prescribes that the signature of the shipper must be affixed to the bills, under a mutual agreement with the carrier that every service to be performed shall be subject to all the conditions, whether printed or written, contained therein, including every provision against which this committee has complained in the preceding objections, and it is contended by some members of the trade that the signing of such an agreement deprives the bill of lading holder of his common law rights. Whether this be actually true or not would remain to be determined, but the presence of such a condition in the bills of lading is very objectionable to the grain trade for all the reasons that we have mentioned; be it also.

Resolved, That the board of directors will join in any general movement with grain trade bodies and shippers to formulate a petition to the Interstate Commerce Commission asking for the elimination from the new forms of bills of lading of all clauses that are inimical to the interests of the grain trade, or (which would be preferable action) to join with the other exchanges in asking for a simple form of grain bill of lading that would not conflict with the established laws by containing objectionable provisions designed to relieve the carriers from their proper liability.

#### COLORADO DEALERS.

A meeting of the Colorado Grain Dealers' Association was held at Denver on August 22 with a larger part of the membership present. The most important matters under discussion were weighing and inspection in Colorado and the arbitration of differences. For the purpose of trying to get a more satisfactory system of inspection the Association authorized President Ady to appoint a committee of five members to take charge for a time of the inspection of all grain received at Denver, the committee being given power to appoint one or two inspectors, whose expenses are to be paid by the Association. The Association will endeavor to build up a system of inspection without calling on the state to take a hand in the matter, owing to the general objection to having the inspection controlled by the politicians. The present attempt to inspect will, of course, be an experiment, but if it should be satisfactory to shippers to Denver, the Association will probably take steps to formally organize a permanent body to direct and be responsible for the inspection.

The arbitration problem presented several difficulties, but the greater difficulty of trying to do business without a system of arbitration was so apparent that the Association finally amended the constitution to provide for a committee of arbitration, consisting of three men, to whom all disputes between buyer and seller must be referred for settlement. The decisions of the committee are to be final and the names of all persons refusing to abide by them will be published among the members of the Association. The services of the arbitration committee will be free to all members of the Association, but for outsiders a fee of \$5 will be charged. The committee named consists of C. F. Best and M. C. Dolan of Denver and W. C. Moore of Fort Collins.

The constitution was further amended to admit members from Wyoming and New Mexico.

During the afternoon session Wilbur F. Cannon, state pure food inspector, addressed the grain men on the subject of securing purity in all food-stuffs offered for sale in Colorado. He called atten-

tion to the existing state law, which, being supplemented by the national law, is ample to protect consumers; and he assured the trade that both laws will be strictly enforced in Colorado.

A protest from the Commercial Exchange of Philadelphia against the uniform bill of lading adopted by the Interstate Commerce Commission was received, but not acted upon.

The visiting delegates were entertained by the Denver dealers at luncheon at noon and at the "White City" resort in the evening.

#### DEATH OF J. P. HARRISON.

In the death of J. P. Harrison, of the Pittman & Harrison Co. of Sherman, on August 20, the grain trade of Texas and the Southwest has lost a man of the highest character and a trader of most exemplary methods and of great influence for the uplifting of the grain business in a territory that was at one time infested with tricky



THE LATE J. P. HARRISON.

and unsafe traders to an uncommon degree. As one of the organizers and for three years president of the Texas Grain Dealers' Association, Mr. Harrison did the grain trade of the South the highest service one man may do for the benefit of his contemporaries and competitors in business by lending the weight of his influence and energies for the removal from the trade of the South of many men and abuses sanctioned by custom that had made the grain trade there about as uncertain, unsafe and unsatisfactory a line of business as a man could well engage in, and making it what it is to-day, a line of business distinguished by the high character of the men who do a very large portion of the business in that part of our country.

Born on November 2, 1847, in Atheus, Fayette County, Ky., Mr. Harrison went to Texas soon after the close of the Civil War and was engaged in buying cotton and the general merchandise business at different points in eastern Texas and at Weatherford until 1877, when he went to Sherman. There, in company with his brother-in-law, the firm of Pittman & Harrison was formed, of which for twenty-seven years Mr. Harrison was the active head, and which in 1904 was succeeded by the Pittman & Harrison Co., with Mr. Harrison as president. The business from the first has prospered and grown more and more daily in the esteem of its friends and patrons, and no factor contributed so much to this popularity and good will as the liberal and kindly spirit of Mr. Harrison, who during the last few years of his life was affectionately dubbed "Uncle Jim" by his friends at home, a title by which he was called all over the Southwest by the men who now realize that no man has contributed more lavishly

of his means, energy and time to the betterment of the grain trade of Texas, and that no man was more unselfish in his willingness to have the smaller and less prosperous dealers profit by the hard-earned and oftentimes dearly bought experience of his thirty and more years in business.

Two years ago a severe cold developed bronchial troubles which were followed soon by evidences of weakness in kidneys, liver and heart. During the last few months of his life the symptoms were of a dropsical nature, and his sufferings and inconvenience were at times very great. About four months ago his daughter, Mrs. Sennett, died, after which time his own decline was quite rapid. Just previous to his death, having relinquished the active management of his business, in company with Mrs. Harrison and his children, James P. Harrison, Jr., and Miss Vera A. Harrison, he went to Mineral Wells, and had just returned from that place and was thought much improved in health and spirits, when, cheerful in thought, as always, and interested in all that the world held for himself and those about him, he drove for an airing to the business office of the company on the evening of August 19 and after a short stay returned home, joking with his nurse and family; but after a not uncomfortable night he died very suddenly on the following morning while planning with his wife the order of their morning, a part of which was to have been spent at the grave of his deceased daughter.

His widow and two children survive him, and there are his sister, Mrs. A. H. Pittman, and three nephews and a niece living at Dallas. His associates in business mourn his passing only in less degree than his immediate family, Mr. Harrison having been in all but blood relationship a father to those by whom he surrounded himself.

As a citizen of Sherman, Mr. Harrison was public spirited and always to be counted on when Sherman went out after any kind of an enterprise. He was instrumental in bringing the Cotton Belt Railroad to Sherman, and likewise assisted in getting a branch of the M. K. & T. Ry. there from Denison. Later he worked for the Santa Fe's entrance into Sherman and also took part in getting both of Sherman's interurban lines of electric road. He not only assisted in getting other people interested in these enterprises, but always contributed liberally of his own means. He was a member of the Knights of Pythias, the Elks, the Commercial Club and the Sherman Business League, and was prominent in all of them.

#### THE HAY CROP.

New York has been the best and most consistent producer of hay in this country, her crop for 41 years never but once (1900) falling below four million tons (3,351,991). Her largest crop was 7,583,039 tons in 1890, and for 17 years out of the 41 the yield has exceeded six million tons. This large production, however, has been due to large acreage (running between 2,987,012 acres in 1869 to 6,066,431 acres in 1890) rather than to large yield per acre, which has been as high as 1.54 tons per acre in 1869 and as low as 0.73 ton in 1895, the average being only a little over a ton per acre.

For a number of years Illinois and Pennsylvania played second to New York as producers of hay, but in 1879 Iowa, which had been steadily increasing its yield, slipped into second place, which it held until 1884, when Kansas became second in rank. In 1892 Iowa took first place, ahead of New York, for the first time, with New York second, since which year up to 1906 Iowa has been the first producer no less than six times, while New York has always been either in first or second place, except in 1895, when she fell back to third place, Kansas that year standing first, with Iowa second.

The average yield of hay in the entire country has not been high, never having exceeded 1.55 tons (1898) and it has been as low as 1.06 tons



(1895). Florida in 1866 reported an average yield of 3 tons per acre and Kansas 2 tons the same year, but these were evidently mistakes, for not only did these states never again come anywhere near such averages, but only California (2.05 tons in 1878), Oregon (2.10 tons in 1879) and Arizona (2.29 tons in 1889) exceeded two tons until 1892, when Florida reported an average yield of 2 tons, New Mexico 2.08 tons, Nevada 2.66 tons and Idaho 2.45 tons. In the following year Alabama reported a 2.68-ton average, Colorado 2.27 tons, Utah 2.52 tons, Idaho 2.53 tons, Washington 2.05 and Oregon 2 tons. Nevada in 1895 (3.01 tons) and New Mexico in 1897 first reported yields in excess of 3 tons per acre, a yield that in 1898 New Mexico (3.75), Arizona (3.50), Utah (3.25) and Washington (3.75) all exceeded. In 1906 Utah reported an average of 4 tons per acre, which is the maximum yield reported to the Agricultural Department for the years 1866-1906 inclusive. May we add in explanation that "Great is alfalfa!"

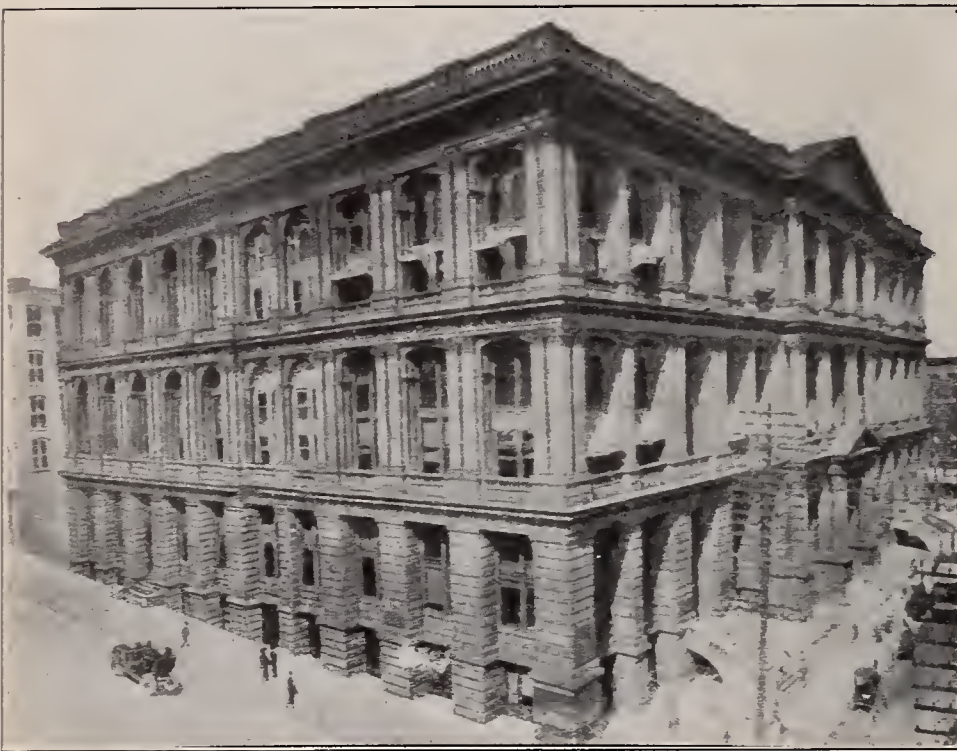
The great hay states in 1866 were, in the

### ST. LOUIS, THE CONVENTION CITY.

The marvelous thing to students of American continental exploration and settlement is the exhibition of unerring instinct by which the early French explorers found the best routes to the interior of the continent and the wonderful, almost prophetic, judgment they used in locating their permanent settlements where later the great cities of the interior had their growth. Why Col. Pierre Laclède in 1763, resting after a long journey up the great river from New Orleans, with the goods of the Indian trader, should have deliberately selected as the site of his trading post a spot in a cottonwood grove where now is the block of land bounded by Olive, Second, Locust and Main streets, St. Louis, is only to be surmised, considering that he might have planted his tents either higher up or lower down the river. But, like Champlain, who located Quebec, and La Mothe Cadillac, who founded Detroit, he chose deliberately a site for a great city and with the help of his young aide, Auguste

roads. On the eastern side of the river are East St. Louis, Granite City, Venice and Madison, which keep 100,000 people busy, and two huge steel railway and vehicle bridges and many railway and passenger ferries connect this mass of industry with the city. High grain elevators pierce the sky line along the levee on both sides of the river, and for twenty miles north and south of the city, up and down the great river, are scattered, either in smaller towns or in comfortable isolation, the homes of people of the city, some in beautiful situations on high bluffs and some in picturesque woods on the shore. Steamboats carrying freight and passengers and powerful tugs towing deeply laden barges pass down and up, going toward New Orleans and St. Paul, while, "boxing the compass" in their approach so that they look like the spokes of a wheel, twenty-seven railways enter the city and carry the products of the millions of people who look to St. Louis as their market town or base of supplies.

St. Louis covers sixty-two and one-half square



The Merchants' Exchange.



View on the River Front.

### TYPICAL SCENES OF COMMERCIAL LIFE IN THE CITY OF ST. LOUIS.

(Photographs by George Stark.)

order named, New York, Illinois, Ohio, Pennsylvania and Maine, each producing in excess of 1,197,000 tons; in 1876 the producers in excess of one million tons each, ranking in the order named, were New York, Illinois, Pennsylvania, Ohio, Iowa, Wisconsin, Michigan, Maine, Vermont and Minnesota; in 1886, twelve states produced over a million tons, to-wit, New York, Illinois, Iowa, Ohio, Pennsylvania, Indiana, Wisconsin, Kansas, Michigan, Missouri, Nebraska and California; in 1896, 17 states' yields exceeded a million tons, those exceeding 2½ million tons being Iowa, Kansas, New York, Nebraska, California, Minnesota, Pennsylvania and South Dakota; in 1906, 18 states had reached a million tons, New York leading, followed by Iowa, Pennsylvania, Ohio, Michigan and Wisconsin, all producing in excess of three million tons each.

From which it will be seen that the production is fairly well distributed over the country, except in the South, where grass is one of the least important of the crops. The big production per acre is in the semi-arid West—the mountain states and Pacific slope.

Prices are highest in the East and South, lowest in the Northwest and Southwest, that part of the South lying west of the Mississippi River.

For the crop year 1907-1908, ending with August 31, New Orleans exported 5,132,371.50 bushels of wheat and 3,786,154 bushels of corn. There was a material gain over the previous year in wheat exports, but a corresponding loss in corn shipments.

Chouteau, built the first cabins and called his city after Louis XI, who, perhaps, was as saintly a man as most monarchs can be said to be.

Thanks to its background of a wilderness teeming with fur-bearing animals and a frontage on the Illinois country of that age where the peasant settlers had become farmers at Cahokia, Kaskaskia, etc., Laclède's town grew rapidly in importance, becoming at last the navel of the rich valley that is the great torso of the American nation, and in the accompanying picture of a few hundred feet of the river front one may see at a glance the contrast after 245 years to the picture of wooded banks that Laclède and Chouteau saw as their fleet of barges came to rest after weeks of rowing and poling against the mighty flood of the great Missouri.

And now in this St. Louis, the fourth city in the United States, both in commerce and population, inclosed with its suburbs between three rivers—the wide Mississippi, the sullen Missouri and the rapid Maraméc—there are more than 700,000 people and about 200,000 in its suburbs. The city fronts on the Mississippi River for nineteen miles, north and south, and extends back from the river westward six and one-half miles. Just above the city on the north is the mouth of the Missouri River, and just below the city on the south is Jefferson Barracks, one of the most important military posts in the West. On the west, beyond this boundary, as far as twenty miles from the river, are beautiful suburban villages linked to the city by trolley and steam

miles, says the publication, "St. Louis To-day." The town rises from its river front on a series of undulating terraces. The streets run straight north and south, or east and west, except the very long ones like Broadway, which follows the curve of the river the entire nineteen miles of the city's length.

The streets and houses are numbered from the river west, 100 numbers to the block, a perfect regularity, so that the stranger may know by the number of a house or building just how far he has to go by blocks. Broadway, being Fifth Street, five blocks from the river, and Olive Street, which runs from the river, as the crow flies, to the western limits, are the busy retail streets, and Washington Avenue, which parallels Olive Street, three blocks north, is a wholesale street, and on Olive and Broadway, the most valuable land in the city, are located most of the "skyscrapers." The urban transportation is by a perfect system of trolley lines. Our pictures of parts of Locust and of Fourth streets, north of Market, are views of typical streets of the city in the "business center." In the latter picture are shown portions of the court house, one of the most perfect specimens of the classic style of architecture in the city, and just beyond the new "Planters," occupying the site of the old "Planters' House," for the greater part of a century the most famous hotel in the Mississippi valley.

St. Louis, after Chicago, is the greatest primary grain market in the world, the receipts of grain for the calendar year 1907 having been, according



to Secretary Morgan of the Merchants' Exchange, as follows:

Wheat, bu.....	17,775,947
Do, estimating flour also handled as wheat, bu.....	99,322,157
Corn, bu.....	35,117,920
Oats, bu.....	30,195,600
Barley, bu.....	2,964,158
Rye, bu.....	420,985
Hay, tons.....	290,645

There are eight public elevators, with a total storage capacity of 6,900,000 bushels, and thirty private elevators (owned by grain and feed dealers, millers, brewers, etc.), with storage capacity of 5,145,000 bushels. The grain is all handled through the Merchants' Exchange, which dates its origin from an association, more for social than business purposes, formed as early as 1835, and which in one form or another has had a continuous existence to this hour. An executive officer to look after the business details of the association was elected in 1847 when the first telegraph wire brought the market reports from the East. The grain exchange, distinctively so called, as differentiated from the other functions of the "St. Louis Chamber of Commerce," as the

[For the Ohio Grain Dealers' Association.]

### OUR NEXT DOOR NEIGHBOR.

BY JOSEPH TIMMONS.\*

The subject which your president has assigned to me for discussion is "Our Next Door Neighbor, the Hay Dealer." This title would seem to imply that I must necessarily confine my remarks to the hay industry; but as a large proportion of hay dealers in the producing territory also handle grain, it can be taken as granted that both industries are very closely identified with each other. Indeed, the two branches are so directly related that when the National Hay Association meets in this same hall the last of this month (July) every grain dealer throughout the country should arrange to be present in order to meet hay dealers from every part of the United States, including men who are in the same line of business as the grain dealer himself; and I am sure that no one who accepts this opportunity will regret it. A personal meeting serves not only to establish cordial business relations but also to enliven and

November. This, together with an accumulation of stock on hand and the crop underestimated, should give cause for no wonder that all hay shippers have lost money. Statistics show that the consumption of hay during the past year was fully one-third less than the year previous. Various causes are assigned. Some claim the automobile is one factor, others that the general stagnation in all kinds of business over the country is the principal cause. Both reasons are, to some extent, correct; but the automobile has evidently come to stay, and I do not believe that it alone has much influence on the consumption of hay in face of the fact that horses never were higher in price nor in better demand.

I once wrote a friend of mine asking his advice about buying May wheat. I thought it was a good time to buy; and, as he was an old grain man of much experience and foresight, I naturally expected him to give me some good advice. This is what he wrote: "Use your own judgment about buying May wheat. It never was so high, but that it will go higher. It never was so low, but



Fourth Street, Looking North.



Locust Street, from Fourth.

TYPICAL SCENES OF THE RETAIL DISTRICT IN THE CITY OF ST. LOUIS.

(Photographs by George Stark.)

association was known after 1837, was organized in 1849. The first building for the grain men was rented in 1855, the trade having a room for this purpose 100x80 feet in size in what was called then "the noblest building devoted to business purposes west of the Alleghany Mountains." The present building occupied by the Merchants' Exchange was erected in 1875 and purchased by the Exchange in 1892 and is now owned by that body, free of all incumbrance of debt. The Exchange trading floor is 222x92½ feet and has a 60-foot ceiling. The membership of the Exchange now numbers about 1,700. The officers are Edward Devoy, president; Edward F. Scharff and Manning W. Cochrane, vice-presidents; George H. Morgan, secretary, and Eugene Smith, assistant secretary.

### ELEVATOR RATES AT MONTREAL.

On August 17 the Montreal Harbor Commissioners established a new rate for handling rail-carried grain.

"The effect of the new regulations governing f. o. b. charges on export grains is to reduce those charges from one and five-eighths to nine-tenths of a cent per bushel," explained Major Stephens, president of the Commissioners.

The reduction meets the prevailing terminal charges for similar service at New York, Philadelphia and Boston.

The editor will always welcome communications of interest to the grain trade.

stimulate trade, and upon the floor of this convention hall and in the lobbies of the hotels more business is transacted in a period of a few hours than an exchange of voluminous correspondence could accomplish in as many weeks.

Every grain dealer should enroll himself in the National Hay Association if he desires to protect both his own interests and those of his customers; but time is sufficient for me to tell you in detail of the many benefits that would be derived from such connection. We who are assembled here to-day have our national, state and district associations in grain, and, of course, receive great benefits therefrom; but there is only one asylum for the hay man and that is the National Association, with which many grain dealers are identified.

I will not detain you very long with what I am going to say, so that if my remarks do not interest you, you will at least have the satisfaction of knowing that you have not lost much time. I have belonged to the National Hay Association ever since its organization, some thirteen or fourteen years ago. Its growth has been characterized not so much by rapidity as by a steady increase, until now the membership amounts to nearly, if not quite, twelve hundred members, from almost every state and territory in the Union.

The season which is just closing has been the most disastrous to shippers of hay of any within my knowledge. It has been characterized by a steady declining market since the middle of last

that it will go lower, and when it is the highest it is the dearest and when it is the lowest it is the cheapest." It is the same way with hay at the present time. Hay never was so low at this season of the year and indications point to still lower prices. Now, with a bumper crop just being harvested, the outlook is not flattering for high prices. And the only safe way is to buy it worth the money or leave it alone. So summing up the result of this year's trade, the shipper who will come to the convention and claim that he has made money on hay during the past season will be as much of a curiosity as the fellow who dined on a basket of dry thistles and swore they tasted good.

Being a member of both hay and grain associations, it would seem to me that if a man has a grievance this is the place to make it known. We have four district associations in western Ohio, as follows: Miami Valley at Piqua; Western at Greenville; the Middle at Marion, and the Northwestern, the headquarters of which I cannot name, but I think it is Defiance. All these are auxiliary to and pay tribute to the state association. It is my fortune, or misfortune, which some of my neighboring elevator men share, to be located on the border of two of these associations, the Miami Valley and the Middle. The secretary of each of these associations sends out his respective bids, which invariably do not correspond, and, as a result, we have been compelled to withdraw from both associations and to take the middle of the road or be like the poor old father who lived on

\*A paper read by the author at the annual meeting of the Ohio Grain Dealers' Association at Cedar Point, Ohio, on July 3, 1908.



the border of the Mason's and Dixon's line. At the commencement of the Civil War the old man had two sons, both of whom were very dear to him. One joined the Federal Army and the other went to the support of the Confederacy. In one of the great battles of the war both were killed. The old, broken-hearted father repaired to the battlefield, gathered up the remains of his departed sons and deposited them in the old family burying ground. Over their graves on the monument, neutral to the last, he had this inscription carved: "They both gave their last measure of devotion to their respective flags. They both fought for what they thought was right, but God Almighty only knows which one was right."

It is the same with us men down in the Ohio district. To speak plainly, we are "between the devil and the deep sea." Of course, you are now only listening to the opinion of one man, but that opinion is based on bitter experience. District associations should be abolished, as they are an expensive incumbrance to the grain man and confer on him practically no benefit. Of course, in this gathering I expect there will be some who disagree with me—like the Kansas editor. A noted scientist wrote him that if the earth were flattened the sea would be two miles deep all over the world. After due meditation the Kansas editor gave out the following: "If any man is caught flattening the earth, shoot him on the spot, and don't be too blamed particular what spot. There are quite a number of us out here in Kansas who can't swim."

The vitally important matter and the one which causes the legitimate grain buyer in Ohio more trouble than anything else is the "scoop-shoveler." This fiend in human shape is liable to appear in your town almost any morning after the new crop has commenced to move; and, equipped with a couple of scoop shovels, a freight car and a scale, plank himself down near your elevator and start to do business. When he finally gets his car loaded, in nine cases out of ten some member of this association, either in Toledo, Columbus or Cincinnati, will buy it and pay him as much as if he were a legitimate dealer. When you trace it down, you will get the doleful reply that the buyer did not know the shipper was a scoop-shoveler.

Gentlemen, you have members in good standing in your association who do this business not once, but many times, and, in fact, make most of their money in this kind of trade. I say these things because they are true and because I consider the floor of this convention hall the proper place to say them, and I am not afraid of anyone here contradicting this statement. This cankering sore is eating into the vitals of nearly every legitimate grain buyer in Ohio, and radical measures should be taken to abate this nuisance. It is within the bounds of this association to take this step by disciplining its members and by compelling them to steer clear of this class of trade. I am not criticising anyone in particular, but "let them who are not guilty cast the first stone," for certainly, unless this association urges itself of this class of members it will eventually become a dead letter.

A man prospecting in that part of Missouri comprising the sunken lands of the Mississippi, which is about as tough a country as one can find anywhere, was surprised by a bunch of hogs coming up to him at a terrific speed, stopping suddenly, then throwing up their ears, curling their tails and starting off as rapidly as they came, making a circle of a couple of hundred yards and coming back again. This they did three or four times. The man stood astonished, wondering what in the world was the matter with the animals. Looking around he espied an old shack bearing some traces of human habitation. He approached the door and an old man came out, the very picture of senile debility. He carried a cane on which he leaned. The prospector addressed him saying, "You live here?" "Yes," replied the old man.

"Are those your hogs?" "Yes," replied the old man again. "Well, I want to ask you what in the world is the matter with them?" "Well, sir," said the owner of the hogs, "I have been sick all winter and as a result several weeks ago lost my voice, and the only way I could call the hogs up to feed them was to go over there to that hollow log and rap on it with this stick, and do you know that the woodpeckers have played the very devil with them hogs."

The scoop-shoveler in Ohio is causing the same kind of confusion among the legitimate dealers in grain, and when the season's rush is over he picks up his scales and goes to parts unknown. He is conspicuously absent when the assessor comes around. Shakespeare wrote, "A little fire is quickly trodden out, which, being suffered, rivers cannot quench." Protect your own membership by helping to kill off these parasites.

#### RAY ELEVATOR COMPANY.

The accompanying picture is a suggestive one, being a reproduction of a photograph of a row of grain elevators at Ray, N. D., and of a steam break-



A STRING OF GRAIN ELEVATORS AT RAY, N. D.

ing outfit, such as is frequently used on the great farms of the far northwestern corner county of that state, which only a few years ago was a wilderness. The country is "raw" yet, as the farmer farther east would say, but four elevators in a town of not over 500 people indicates that there are farmers about who are doing business in the old-fashioned way.

The first house in this row, as seen in the picture, belongs to the Ray Elevator Company, a business that has apparently grown out of the business of McGee & Smith, "headquarters for ranchers' supplies." The stockholders are Scott L. Smith of Ray, C. M. McGee of Wisconsin, M. V. Linwell of Northwood and H. A. Nelson of Nessen, all farmers of the state, interested in pushing its trade and commerce on broad and liberal lines.

#### DEMAND FOR DURUM.

Durum wheat at Duluth, where the bulk of it is marketed, is an export proposition almost exclusively and as French buyers are already represented there a liberal share of this year's yield is expected to find its way to Marseilles and other Mediterranean ports. Dreyfus & Co. of Paris and E. Pfarrius of New York are both represented at Duluth and both A. L. Searle, in charge of the Peavey Duluth offices, and A. W. Frick, manager of the Duluth end of the Van Dusen-Harrington interests, say there has been a good demand for durum from the foreigners going into Duluth after it.

Written discussion of trade matters welcomed.

#### VELVET CHAFF WHEAT.

The "Velvet Chaff" wheat, to which millers in the Northwest have made so much objection in past seasons, sold (two cars) up to \$1.23 by sample at Minneapolis on August 13. This fact was probably due to the circumstance that millers operating on forward contracts were caught short, not having anticipated a visible at Minneapolis the lowest for August in many years. However, this condition of things brought the grain sharply to the attention of the Appeal Board of the State Inspection Bureau, who on the 14th considered the matter of establishing a grade for that type of wheat. No decision was reached at that time, but the wheat was carried in the northern spring wheat grades at least until September 1, when the Board held an adjourned meeting and created a distinct grade for the wheat.

This wheat, which had disappeared for a time from public attention, reappeared during August in large quantities at Minneapolis and during the struggle of the mills to get wheat to keep running it brought the very top prices, in spite of the millers' claim that velvet chaff wheat makes

a flour off in color, deficient in strength and low in volume and absorption. The elevator men, or, at least, the mixers of grain, favor the wheat because of its weight, some of it going as high as 64 pounds this season, while the farmers like it because it matures early and is a heavy yielder. Inasmuch, however, as the millers make a vigorous protest against the old grading of this wheat, on the ground that its introduction into the flour would ruin the reputation of the district as a milling center, the Minnesota Appeal Board, who fix the grades, considered the situation grave enough to try to curb the production of this particular type of wheat. They, therefore, decided to make a special grade of four numbers to take care of the grain. It must be said that their action was not entirely unanimous, as members of the Chamber of Commerce were themselves divided into factions, one favoring the commission men, who were satisfied with the former custom of classifying it with the Northern grades. Another faction took up the fight for the millers and were all for the separate classification that won out during the executive session of the Appeal Board.

The Minneapolis Tribune quotes James Marshall, a prominent member of the Chamber of Commerce, as making the statement that the ruling of the Board is a victory for the farmers. "Had this wheat been declared deliverable on contract," said Mr. Marshall, "it would have lowered the price of wheat in the Northwest 10 cents a bushel. It would have put an inferior wheat on the same basis as the really desirable five and blue stem, and the whole crop would



have been penalized. There would have been just as much justice in making durum wheat deliverable on contract as velvet chaff."

The fact that the velvet chaff is a good yielder, averaging nearly a bushel per acre better than fife or blue stem, will make it difficult to stop its production in spite of the fact that at a recent meeting of the South Dakota and Southwestern Minnesota Millers' Club at Sioux Falls, it appeared that customers of the mills return the velvet chaff flour, even when the wheat mixture is slight. The similarity of velvet chaff wheat and blue stem makes it difficult for the country elevator buyers to determine the variety of the wheat, which led a grain inspector at Minneapolis to say that, "This wheat has come to stay. It is going through the same transition as does all wheat that comes to this northern country and is changing its character, but keeping its yield. Even the shape of the berry is changing, and it is only a matter of a short time when the best inspector will not be able to tell it if it is mixed with other grain, so we might just as well make up our minds to grade it with the springs." Some guesses put the amount of this wheat this year at 20,000,000 in the Northwest.

However, now that the question of grading is a ruling against the wheat, the line companies, at least, will govern themselves accordingly, and if the discount of 6 per cent is maintained the grain will have to be sold at a loss, compared with fife or blue stem, the Minnesota experimental farm tests showing for the last thirteen years that the production of velvet chaff is only about 2 per cent greater than fife or blue stem.

#### NEW YORK SHUTS THE SHOPS.

The Cassidy anti-bucket-shop law went into force and effect in New York on September 1. It is believed the law will put an end to this nuisance in that state, although the law is defective in that it does not satisfactorily define the term bucket-shop. In consequence the bucket-shoppers believe that the effect of the law upon them will not be to shut them up absolutely, but to make it necessary for them to establish connections with brokerage houses that have affiliations with either the New York or Consolidated stock exchanges, so that in case of prosecution they will be able to show a record of legitimate transactions in stocks. The few concerns that still exist since the panic struck "the Street" have been arranging their affairs against the operation of this law since it was passed and think they will be able to get around its provisions. At least one of them gets around this provision by having connections with an alleged stock exchange in an adjoining city, and on each transaction it uses the name of a member of the firm or an employe, and as the transaction appears on the firm's books with the name attached it may be difficult to prove it illegal.

For more than a year the bucket-shop business in the East has been gradually petering out, due to the passing of drastic laws first in Massachusetts and then in Pennsylvania, says the New York Commercial. "When the Cassidy bill was introduced at Albany the bucket-shops realized that their last stamping ground in that section was threatened, and raised all the money they could to defeat it. They spent all this money and didn't get anything for it. To add to their troubles, the local managers in the smaller cities, who have been bringing in the bulk of the business, saw the handwriting on the wall months ago and have been making connections with legitimate brokerage houses. In addition the stigma now attached to bucket-shops is such that persons who used to do business with them have found that it is the worst kind of gambling."

For several months past bucket-shops have been making every effort to establish connections with the Consolidated Stock Exchange, or with concerns that are now members. Charles H. Badeau, president of the Consolidated, said: "The efforts

of the bucket-shop men to obtain direct representation on the Consolidated Stock Exchange, since the passage of the anti-bucket-shop law, have all been frustrated, and we expect to have a considerable increase of business from the bucket-shop clients. The law is an excellent one, because it drives out of business a very pernicious element. Several of the attacks upon Wall Street of recent years have been due in a large measure to the rascally dealings of the bucket-shop interests, and the brokers on the legitimate exchanges should not be made to suffer in the public mind through their nefarious work."

Mr. Badeau said that there would be no objection if members of the Exchange took legitimate trades from known bucket-shops, but declared that the by-laws of the Exchange were very explicit on the subject of what constitutes a legitimate trade.

#### W. H. MORRISON.

Among the numerous graduates from the railroad to the grain office is W. H. Morrison, with the Van Tassell Grain Company of Peoria, one



W. H. MORRISON.

of the well-known travelers in the country that ships to Peoria. Mr. Morrison learned telegraphy when only 17 years of age and when about of age was made manager of the freight department of the C. L. & C. R. R., now the Chicago branch of the Big Four Division of the New York Central Lines, extending from Lafayette to Kankakee. This was in 1872 to 1877. Mr. Morrison was born of English parents in St. Louis on Christmas Day, 1850, and was soon after taken to Illinois, where he grew up as a farmer's son. It was doubtless his early familiarity with grain that had something to do with his leaving the railroad and taking up the grain business in which he has had experience on the road and in the broker's office. He resided at Lafayette, Ind., until 1904, and he still retains his home in that city, but in 1904-06 he drifted West as far as Lincoln, Neb., during which time he had a connection with the Green Commission Co. of St. Louis, on leaving which firm he went to Peoria, which has since been his headquarters.

Like most men of good habits and good sense, at 50 years of age he began to count the other way and is now just in the prime of life and of his usefulness, and having always been under the necessity of making his own way in the world, having early lost his parents, his experience has made him the typical "handy man."

The Grand Trunk Elevator at Montreal on August 7 handled 505,802 bushels of grain in 9½ hours. This is thought to be a Canadian record.

#### LLOYD'S OF LONDON.

The appearance of Lloyd's of London among the carriers of the risks on the elevators burned in August in Chicago, as well as the notoriety "Lloyd's" recently obtained as the apparent taker of a "bet" against Mr. Bryan's election as president, have called attention to a very curious, not to say anomalous institution.

"Lloyd's" originated in the 17th century among the patrons of Edward Lloyd's old coffee house on Tower Street, London, and is not really an institution per se, but only the name attached to groups of underwriters who will "insure" anything conceivable. As has been said, it is not a gambling house, but "the one place where every vagary of fate could be discounted in cash." Here were found the underwriters who wrote insurance against Harry Thaw's conviction, who have carried for a generation a policy against the toppling of the Nelson Monument upon the premises of a Strand tradesman, and who for centuries have written policies against every conceivable human disaster from the death of kings to rain on a king's gala day. These are not wagers but insurance against loss, and the loss must be proven in order to make a collection of the "bet," as any loss must be adjusted here or wherever insurance is obtainable and loss thereon paid.

"Lloyd's" has been incorporated since 1871 to write marine insurance and to collect and distribute marine intelligence, in which line of activity there are no less than 600 underwriting members, who contribute 2,500 deposits of admission securities of \$25,000 each, which constitute a fund now approximating \$15,000,000, corresponding to the capital and surplus of an insurance company. All other classes of risks have only the backing of the credit and good faith of the makers of the policy and their associates in the underwriting, for the strange risks which have made Lloyd's famous are usually subscribed to by many members, each taking a small share and thus dividing the responsibility.

Among these strange "bets" was one of \$8,000 on Roosevelt's election in 1904, which was not that in fact, but only an insurance of such a bet; for when it was suggested that the lucky bettor stood to lose in case Mr. Roosevelt should die before election he took out a policy at Lloyd's for \$8,000 on Mr. Roosevelt's life.

In 1907 Lloyd's wrote a policy against the conviction of Harry K. Thaw for the murder of Stanford White. The premium charged was 30 guineas in the 100 pounds, or 31½ per cent, the agreement calling for the payment of the face of the policy if the prisoner was executed. It was never revealed to whom the policy was payable, but at the time it was suggested that it might be called a legitimate transaction, above all taint of gambling, if it was taken as insurance against the damage to the prestige of the trial lawyers which would result from a conviction.

Another favorite class of insurance is that against rain. Suppose a man were to erect expensive stands for spectators' use during a grand pageant and the rain should cause a loss. Lloyd's would pay the loss. In fact insurance against the spoiling of an outdoor spectacle cost Lloyd's one of the heaviest losses in its history. London had expended hundreds of thousands of pounds on decorations and stands along the route of what was to have been King Edward's coronation procession in 1902. For premiums, which eventually rose from 10 to 25 per cent, the underwriters had insured the prospective profits of the owners of the street stands and of tradesmen who had stocked up heavily in anticipation of a heavy holiday demand, the idea being that only a phenomenal storm could keep the people indoors and prevent gross profits from reaching the highest expectations. King Edward upset the carefully worked out weather "mortality" calculation of the experts by taking ill and causing the indefinite postponement of the ceremony.



Lloyd's is now insuring property from "Black Hand" bombs, from domestic calamities and so on.

The present home of Lloyd's is one of the show places of financial London. The business of writing insurance, now entirely separated from the news gathering, which in the 17th century days of Lloyd's was the chief reason for the gatherings at the coffee house, is carried on five days a week from 3:30 to 4 p. m. in the big, rectangular "underwriters' room." Here the brokers, who form an entirely separate class from the underwriters, who are the bankers of the institution, and differ yet again from the "subscribers," who want information only, bring their policies to be underwritten.

While about 600 of the 2,500 members are "underwriting members," only a small proportion of the total actually attends on the floor, but each underwriter is the representative of a group of the underwriting members. The brokers know the specialty of each and take their memoranda of risks from desk to desk until the whole has been underwritten. Usually a broker with a large policy to place has to divide it up among a considerable

from that minute, and the wills of the missing passengers and crew may then be probated.

### THE CALDWELL PATENT CONVEYOR COUPLING.

A new coupling for spiral or screw conveyors has been recently patented by F. C. Caldwell, of the H. W. Caldwell & Son Company, Seventeenth Street and Western Avenue, Chicago, Ill. The coupling that has been the standard for screw conveyors and which was the invention of Mr. H. W. Caldwell is the well-known four-bolt coupling, which consists of a solid coupling shaft in which are drilled bolt holes, corresponding bolt holes being drilled in the conveyor pipe and machine bolts forming the connection between the coupling shaft and the hollow shaft of the conveyor pipe.

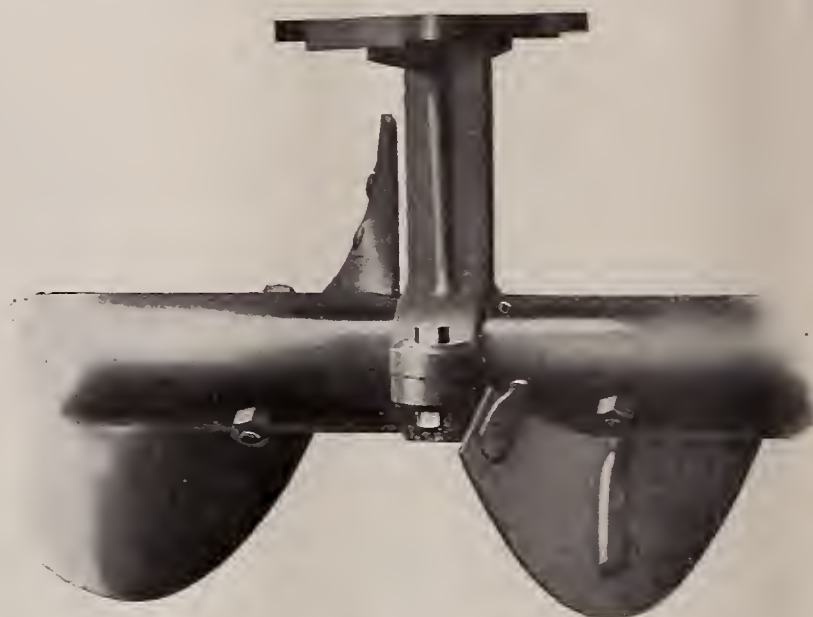
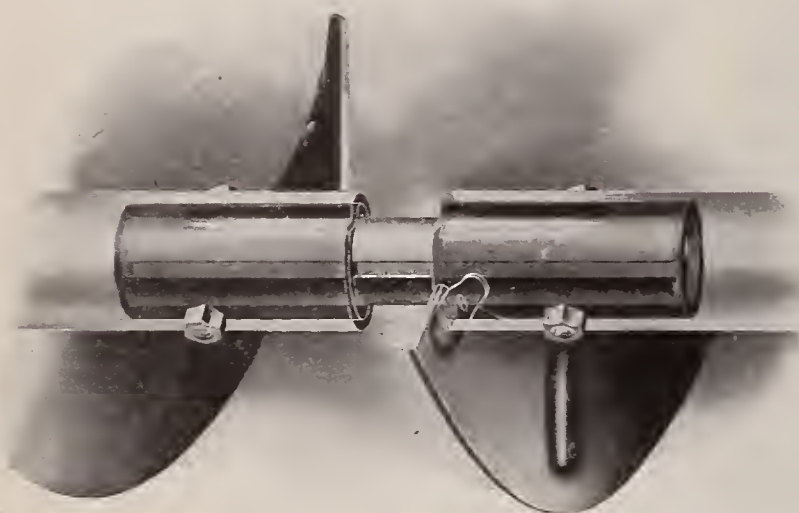
In manufacturing the four-bolt coupling it is endeavored, so far as possible, to make the bolts a tight fit in the holes to prevent loss of motion, but in the course of time the bolts will become loose and gradually cut off or the bolt holes in the pipe will wear out. Where the service of the

running in the hanger bearing proper. For ordinary purposes the shaft would be left round at the hanger space and run in a babbitted bearing, and in such case it would be practical to entirely discard the bolts shown, thus furnishing a coupling without any coupling bolts whatever.

The Caldwell Company offer this improvement to the trade as the latest of the many improvements in spiral conveyor that they have brought before the users of this specialty. Having been in this line of manufacture since 1875, they are, of course, fully conversant with the requirements of this special type of conveyor.

### THE ALLOWANCES CASE.

Reports to the effect that the Union Pacific Railroad Company will appeal to the courts from the ruling of the Commerce Commission on its contract with the Peavey Grain Co., which prohibits the Union Pacific from paying the "elevation allowance" on the Peavey Company's own grain, are untrue, it seems. The Union Pacific has decided to comply with the Commission's



THE CALDWELL PATENT CONVEYOR COUPLING.

number of underwriters to get the full amount desired. Each policy, outside of marine insurance, is entirely a bargain between the broker and the men whose signatures he obtains and his only security is their credit. Here it may be said that a failure at Lloyd's is practically unknown.

The gathering of shipping intelligence which has carried the name of Lloyd's to every coast of the navigable seas was made a separate institution about the time of the incorporation of Lloyd's, in 1871, and is conducted under the name of Lloyd's Register of British and Foreign Shipping, whose rating of vessels is now the standard the world over. This register of vessels and system of general shipping intelligence dates back to the little sheet published first at Lloyd's coffee house, in 1682, though it has had a continuous existence only since 1726, when Lloyd's List was founded, and by confining itself exclusively to shipping intelligence avoided the political troubles and eventual suppression which overtook its predecessor. Even dating from the more recent antiquity of Lloyd's List, the organ of the agency is the oldest paper in England except the London Gazette.

Many of the last century practices are still rigidly adhered to at Lloyd's, where conservatism is the rule in everything but business. One of the quaint appurtenances of the place is the ship's bell which hangs above the crier's rostrum, a relic of the frigate Lutine, captured from the French before Toulon, and sunk in 1799 off the coast of Holland with nearly a million of gold aboard. The bell is struck for silence to precede the crier's announcement of the sinking of a ship or to mark as officially lost a ship long overdue. When Lloyd's directors post a ship as lost and the Lutine's bell has struck, the English law accounts it lost in fact, and losses are collectable

conveyor is severe this is liable to occasion more or less frequent repairs and loss of time due to shutting down. The mechanical criticism of the four-bolt coupling is that the bearing surface and the surface to resist wear that is presented by the circumference of the machine bolt which presses against the wall of the pipe is comparatively small. The effectiveness of such a coupling might be compared with a set-screw for fastening a pulley.

It will be readily recognized by practical men that anything that will improve this feature of the spiral conveyor will be a distinct advantage and the Caldwell coupling shown by the illustration is designed for that purpose.

By referring to the cut it will be seen that the conveyor pipe has an internal bushing and that, as a part of this bushing, is formed a feather key which projects into a keyseat cut in the coupling shaft. The effect of this is to provide a bearing and wearing surface equal to the face of the key and when this is calculated as compared with the coupling bolt surface the increased surface of the key is so great that its strength as a power transmitting appliance and its durability is very much greater. In fact, it is doubtful whether in any use to which the conveyor is to be put this key will wear off or be broken off. The internal bushing is prevented from turning inside the conveyor shaft by having on its outer surface a groove into which the pipe is forced while hot. The bolts shown are only intended for the purpose of preventing the coupling shaft from moving endwise and these bolts are not intended for transmitting power.

The coupling shown with the keyseat running the full length of the shaft is designed especially to be used where a chilled cast-iron bushing is used as a sleeve on the coupling shaft, this sleeve

order, but it is expected that the Peavey Company will bring suit against the Union Pacific to compel it to comply with its contract to pay the allowance. The Union Pacific, therefore, will publish in the tariffs filed by it with the Commission a provision to the effect that it will discontinue the payment of allowances until and unless they shall finally be held by the courts to be legal. The Union Pacific takes this action because if it did not provide for the payment of the allowances, and they should be finally held legal, it would be in the peculiar position of being unable to pay the allowances because it had not provided for them in its tariffs, while at the same time it would be liable for their payment because the contract had been held to be binding. The attention of the Interstate Commerce Commission has been called to the provisions in the tariffs, and it is understood that the Commission does not object to them.

Meantime the elevator men at Missouri River points have been advised that the date set for the discontinuance of the payment of the allowances has been changed to December 1, by which time most of the grain from this region will have been shipped. The Commerce Commission originally ordered the payments discontinued on October 1. Elevator men at Missouri River points protested that, inasmuch as a similar order had not been made against other points, they were being discriminated against. The Commission took this view of the matter and has consequently extended the time when the order shall become effective to December 1.

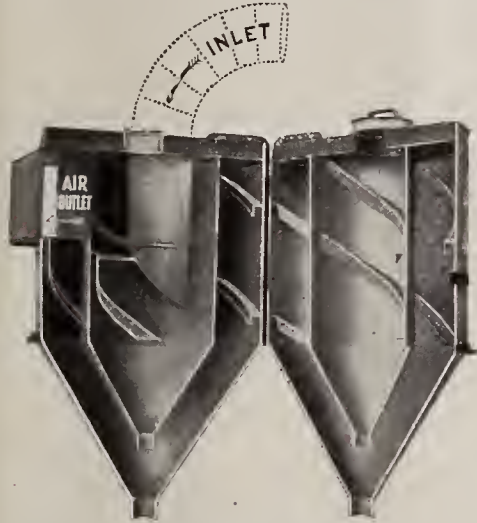
On August 14 the Ames-Brooks Company of Duluth, grain exporters, and George F. Reed, their Boston agent, filed a complaint with the Commerce Commission against the Rutland and the Boston & Maine railroads, which demanded the payment of  $\frac{1}{2}$  cent per bushel elevator rate



at Ogdensburg, N. Y., in addition to the rate of 3½ cents per bushel freight rate from Ogdensburg, N. Y., to Boston, on grain shipments from Duluth for export via Boston. It is alleged that the elevator rate was demanded after the complainants had entered into contract with the defendant companies.

### DAY DUST COLLECTORS.

The Day Company of Minneapolis are the sole manufacturers of the Day Dust Collectors. This dust collector does not operate on the same principle as other makes, but quite the reverse. The current of air enters at the top and center, working outward in its circular course. Thus with their carefully planned double-chamber in-



DAY DUST COLLECTOR.

terior construction as herewith illustrated, all crossing of air currents is avoided and the friction is reduced to a minimum. This means a minimum power to operate.

The Day Dust Collectors are successful and have been for many years. They are installed in nearly every state in the Union. At present they are being installed in a large elevator in Evansville, Ind., two large elevators in Canada, in a new planing mill at Terre Haute, Ind., two systems in large planing mills in Montana, several in Wisconsin, Minnesota and other states. These represent only a few of their recent contracts, but it indicates that because of years of experience and the tests of all kinds given their collectors, accompanied by fair and honorable dealing, the Day Company (successor to H. L. Day) stands high among producers making dust collectors and installing or remodeling dust collecting systems.

### THE INFLUENCE OF HUMIDITY ON THE PRESERVATION OF GRAIN.

E. Demoussy states that numerous researches show that grain during preservation may be in a state of slow living or in a state of suspended living. Most often grain contains a little water and evolves a little carbon dioxide proceeding from the slow action of enzymes; these phenomena correspond to slow living, and the grain little by little loses its germinative power. When the grain is quite dry and protected from air it is in a state of suspended living; it may then be preserved indefinitely, as has been shown by many experiments, which have, it is true, only lasted a short time. When grain is preserved whilst still a little moist in a dry place it will retain germinating power for a very long time; in this way Becquerel has found in museum collections corns which could still germinate after 50 years.

The author has been engaged in finding out how far the duration of life in the grain depends on the humidity of the atmosphere. For this purpose he has placed grains in closed vessels at 25° C. (77° F.) in which the amount of humidity varied. This was done by placing beside the grains some caustic potash solutions of varying concentration, which had accordingly different vapor tensions and could also absorb the

noxious carbon dioxide evolved by the grains. The germinating power was determined every month for a year. In air nearly saturated with moisture grains are transformed very rapidly. With wheat the germinating power was lowered by a third at the end of a month; barley still germinated at the beginning. In air of which the hygrometric state is 0.8 the grains are well preserved during the first month. Wheat and barley had still half their germinating power. At the end of three months these corns were not yet quite dead, but they were at the end of six months.

In air of which the humidity was 0.7 (average humidity of the atmosphere of Paris) the germinating power of barley and wheat were only reduced from 5 to 10 per cent. At the end of six months barley had lost 90 per cent of its germinating power, and wheat 60 per cent. At the end of nine months the loss of germinating power had increased another 5 per cent. When the humidity of the air was maintained at 0.5 barley and wheat had not appreciably lost their germinating power at the end of nine months, and similar results were obtained in air of 0.5 and 0.13 humidity.

In a perfectly dry place barley and wheat had lost none of their germinating power at the end of ten months. Observations relative to rice have special interest. Although this cereal can germinate under a layer of water of several centimeters deep, its germinating power decreases much when preserved in very moist air. The author has shown that rice germinates without oxygen. All the grains perished when preserved under water; under these conditions they give off carbon dioxide and alcohol.—Comptes Rendu de l'Academie des Sciences.

### RUSSELL GRAIN CO.

The Russell Grain Co. of Kansas City, Mo., is a member of the Kansas City Board of Trade and of the Kansas City Hay Dealers' Association, but its business is rather that of a distributor than of a forwarder, supplying as it does a large part of the consumptive demand of that great city for hay, grain and feed, and a heavy trade in the South and Southeast. Its elevator, known locally as the "Russell Elevator," and shown in the accompanying picture, was erected in 1905, and has storage capacity for 40,000 bushels, while the hay warehouse will house 100 cars of hay. The chop mill grinds 3,000 sacks of feed daily.

Located on the Missouri Pacific R. R., with switch in the rear of the elevator and private tracks right into the building itself, the company is prepared to handle grain and hay of all grades as well as feed and mill products generally very



RUSSELL GRAIN CO.'S PREMISES.

economically. The city trade is supplied by nine large delivery wagons, and car shipments are loaded in the house for the South and Southeast. The motive power of the plant is electricity, no steam or gasoline being used on the premises.

The particularly characteristic product of the Russell Grain Co. is Rusl-Mo, a combination of molasses and alfalfa meal manufactured particularly for horses as a substitute for a part of the grain ration.

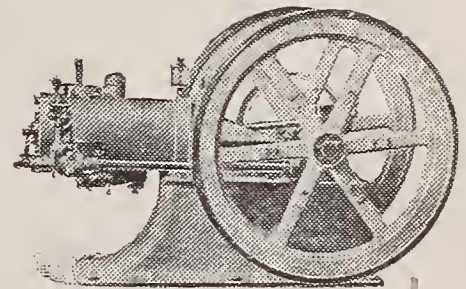
The Wisconsin Grain and Warehouse Commission on August 15 put five additional grain inspectors at work.

### ROCKFORD ENGINE WORKS.

The Rockford Engine Works at Rockford, Ill., have just received from the press their new 1908 catalog, which illustrates to good advantage their line of "High Grade General Purpose Engines," and anyone interested at all in gas or gasoline engines should not fail to write them for a copy.

It will be interesting to the many friends of this progressive concern to know that their factory is being operated at its full capacity in order to meet the needs and demands of their increasing trade and patronage. It appears it has been the aim of the Rockford Engine Works to design a really high grade general purpose engine at a reasonably low price, to meet the needs of the masses, and apparently they are meeting with their full share of success in this respect.

In addition to the regular line of engines their



THE ROCKFORD GAS ENGINE.

works are fast adding the "Open Jacket" up to 15 horsepower, having already completed and ready for the trade the "Open Jacket" in 3, 4, 6 and 8 horsepower. For these they expect a large demand, as the engine has a number of very desirable features which are eagerly sought for by the trade.

The works manufacture a full line of stationary and portable engines, as well as sawing rigs, etc.

### END OF A CRAZE.

Some years ago during one of those "silly seasons" which sometimes overtake even reasonably sensible legislatures, the general assembly of Minnesota, at the urgency of certain "reformers," authorized the purchase by the Railroad and Warehouse Commission of an elevator site in the harbor at West Duluth, in which it was proposed to build a terminal elevator to be operated by the state. The property originally cost \$14,000 and has more than doubled in value. It was purchased under a law appropriating \$800,000 for building and maintaining a terminal elevator at Duluth, under supervision of the Railroad and Warehouse Commission. After the transfer of the property the law was declared unconstitutional on the ground that the state of Minnesota is prohibited by its constitution from engaging in any business enterprise such as the operation of an elevator.

As it would require a special law to authorize the Railroad and Warehouse Commission, or any other state officer, to sell the land, it has been lying idle ever since 1891. M. O. Hall, Secretary of the Railroad and Warehouse Commission of North Dakota, and a prominent agitator and promoter of farmers' elevators, has been in conference with Minnesota state officers in regard to the proposed purchase of the property by his Commission. It is understood that under the laws of North Dakota the state will be able to operate a terminal elevator at Duluth according to the Minnesota plan, and it is planned that a bill shall be passed by the Minnesota legislature next winter to enable the state to sell its property to North Dakota.

A floating elevator has been constructed by the Sterling, Dixon and Rock Falls Packet Company, to be used by the company for handling grain on the canal and feeder. The elevator will handle grain direct from the farmers at the canal bank and save them the expense of hauls to elevators located in more distant towns.



**ROSENBAUM BROS.' NEW DRIER.**

The accompanying illustration shows the new drying plant recently completed at Rosenbaum Bros.' Belt Elevator, Eighty-seventh Street, Chicago, by the Ellis Drier Co., 747 Postal Telegraph Building, this city. The plant is one of the most complete ones ever erected and embodies a number of special features of interest to the trade.

The drier is entirely separate from the elevator and has its own power plant, so that it may be operated whether the elevator is running or not.

time, it can be done. Each unit is connected with a 100-inch fan and they can be operated separately, in pairs or all together, as desired. The object of this arrangement is to avoid the expense of operating the entire plant when only a limited amount of drying is to be done.

In addition to the four driers a separate cooler, with a capacity of 2,000 bushels per hour, has been provided. This is connected with a 120-inch fan.

For heating purposes the four 100-inch fans are connected in pairs, with two twin heaters,

and, second, the entire drying is done with slightly tempered air. This does away with all cracking and blistering of the grain and leaves it, after being dried and cooled, as if perfectly cured by natural methods.

Two ways are provided for operating the driers; one, the charge method, by which 25 per cent is withdrawn from the machine at stated periods; or it can be run with a continuous feed. The latter operation is accomplished by the insertion of a perforated baffle-plate in the receiver, by which the grain is given an even flow by gravity only.

The driers practically start from the floor level and all the operating machinery, including fans and heaters, is confined to the lower floor. This has enabled the builders to separate the fans and heaters from the driers proper, and there is no chance for dust to clog up the coils, fans or any of the machinery.

[From Bulletin of Wis. Exp. Station.]

**BARLEY FOR NORTHERN WISCONSIN.\***

BY R. A. MOORE AND E. J. DELWICHE.

The peculiar conditions of soil and climate in northern Wisconsin call for a variation in methods of growing grains and forage plants quite different from those followed in the older portions of the state. Some crops can be grown equally well or better in the north than in the older counties, while it will require time to get other farm crops accustomed to this new environment.

It is the purpose of this bulletin to speak of the merits or demerits of crops grown during the past two years at the sub-station farms and call attention to other crops that seem suited to the north.

Of the grain crops adapted to the older sections of the northern half of Wisconsin, barley holds a prominent place. Experiments carried on at the northern sub-station farms, and co-operative tests with farmers in the northern counties of the state, seem to indicate that barley of excellent quality can be produced. This is true where it is grown on rich loam and clay soils.

Barley is a shallow feeder, and although not particularly hard on the soil, needs an old, rich soil with an abundant supply of available plant food for its best development. Barnyard manure applied to a crop of corn or potatoes the previous year is one of the best fertilizers for barley. A well rotted clover sod also is excellent. Fall plowing is preferable; the new soil turned up is subdued by the action of the elements during the winter, and is in the best possible condition for seeding in the early spring.

Barley may be safely sown at any time in the spring after the ground is fit to work without puddling. There is little danger from spring frosts or late snows. In the extremely backward spring of 1907 barley was sown at Ashland and Superior on heavy clay the latter part of April. Severe frosts followed in May, yet the barley came up well and was a good stand. The early-sown grain is usually heavier in yield and weight per measured bushel than the late-sown grain; therefore early sowing is recommended. Two bushels of seed per acre should be sown for best results. When barley is used as a nurse crop for clover or alfalfa, a less amount should be sown. Barley sown on loamy soils should be covered to a depth of from 1 to 2 inches; on heavy clay soils a depth of one inch is sufficient.

Harvesting.—Barley should be cut when the straw is of a golden yellow and the berry in the hard dough stage. If cut when the straw is yet green the berry is sure to shrink.

Varieties.—The two-rowed and six-rowed varieties are generally grown in this country. Sev-

\*Barley takes a conspicuous place in this bulletin received from the University of Wisconsin Agricultural Experimental Station. It is literature like this that is of particular value just at present, not only to the farmer, but to all brewing interests, and facts like these illustrated should be as widely disseminated as possible. It is of much interest to note that the authors are in favor of growing the six-rowed varieties in Wisconsin.—American Brewers' Review.



ELLIS DRIER AT ROSENBAUM BROS.' ELEVATOR, EIGHTY-SEVENTH STREET, CHICAGO.

The entire construction is of brick and steel, the whole plant being absolutely fireproof. The new power house, which has been built adjoining the drier plant, contains a 350-horsepower Corliss engine and an electric generator of the same capacity. Steam is supplied from the 250-horsepower boilers in the elevator power house. The entire plant, including the fans, is driven by motors direct connected.

When working night and day, the plant has a capacity of from 40,000 to 50,000 bushels and there are receiving, weighing and loading-out facilities for handling this amount. That there may be no delay in keeping the driers supplied there is storage room for 25,000 bushels of grain.

The drying plant consists of four units, each of 250 bushels' capacity, and each unit is supplied with grain from a steel garner overhead holding 1,200 bushels, so that should it be necessary to dry four different kinds of grain at the same

each heater containing 10,000 feet of 1-inch steam pipe. These heaters are especially arranged to utilize all the exhaust steam from the power plant. All the water of condensation is pumped back to the boilers. Except in extremely cold weather, owing to the peculiar construction of the driers, the exhaust steam will furnish sufficient heat to maintain a temperature of 130 degrees to 140 degrees Fahrenheit.

One of the features of these driers is the height of the grain columns, each unit containing 16 columns 30 feet high, 3 feet wide and 2½ inches thick. Another peculiarity is the division of the chamber where the air, after passing through the grain, is separated so that the portion which has only reached a small percentage of the point of saturation is again brought back to the fan and utilized a second time. Two advantages are gained by this: First, an enormous amount of heat that would otherwise be wasted is saved,



eral varieties of the hulless and beardless varieties of barleys have been tested at the Experiment Station farm at Madison, but as yet none of them are equal to the bearded varieties in point of yield.

One of the best yielding barleys tried at the Experiment Station is the Select Oderbrucker. This barley has been on trial for the past two years at Ashland, Iron River and Superior, and has given good results.

In 1907 several varieties of two-rowed barleys were tried at the sub-station farms at Iron River and Ashland.

The value per acre of different grain crops in Wisconsin for the year 1906, taken from the Year Book of the Department of Agriculture, was as follows: Barley, \$13.82; wheat, \$11.73; oats, \$11.59. This shows that barley is one of the best paying crops to grow for the general market.

On the clay lands barley may largely take the place of corn as a grain feed. It is almost as good as corn, pound for pound, when fed to farm animals.

The two years' trial tests with grains and forage plants on the northern sub-station farms and the wide observation made on general farms have demonstrated that cereals of certain varieties can be grown to equally good advantage in the north as in other portions of the state. The sandy soils are especially adapted to growing sugar beets, corn, oats, soy beans and clovers when well manured and a proper rotation of crops is followed.

The clay soils when well worked and drained are especially adapted for growing winter wheat, barley, oats, peas, clover, mixed grasses and clover seed.

Barley can only be grown profitably on the old, well subdued clay and loam soils; we find it an especially good nurse crop to grow on lands where the desire is to seed down to clovers and grasses. The heavy, bearded, stiff-strawed, six-rowed varieties are preferable.

#### GRAIN ELEVATORS IN THE ARGENTINE.

At a conference of the Ministers of Public Works and of Agriculture with the Commission on Agriculture at Buenos Ayres in May last, the important project of state construction of grain elevators was taken up. The Commission favors the construction of grain elevators at railway stations in the country and at shipping points, under the administration of a company formed for that purpose, the question of government control being left open.

"It is believed," says "La Prensa," "that the realization of the project would bring about a saving of labor and of expense, part of which is incurred uselessly by reason of the practice of shipping grain in bags; it is also expected that the middlemen, who absorb so much of the grower's profits, will be eliminated, when the existing laws relating to issue of warrants (acknowledgments) can be brought up to the present requirements. The Agricultural Department calculates that the combination of proper elevators with an improved plan for issue of warrants, would save more than \$6,500,000 in the cost of moving the crops from the centres of production to those of shipment."

"It is assumed that the grain elevators will be constructed by the railway companies, and it is, therefore, necessary, primarily, to be assured of their concurrence in the project.

"The Commission, at the meeting referred to merely wished to ascertain from the government whether its co-operation might be counted on with regard to the plan sketched out; as, otherwise, the duties of the Commission in respect to this question might be terminated by leaving the project in an indefinite position. The reply of the ministers present at the conference was quite favorable; in fact, it could scarcely fail to be so, seeing that the law on grain elevators imposes on the executive an obligation to encourage their construction by every means in its power. Besides

this, Sr. Ramos Mejia and his colleague, Sir Ezcurra, declared their concurrence in general terms, with the propositions put before them by the Commission. This body will now proceed to follow up in detail the principles enunciated in regard to this important matter, and will shortly formulate a plan to carry them into effect. Already two such plans have been put before the Commission by members of its own body."

#### DEATH OF CHAS. McDONALD, JR.

The death of Charles McDonald, Jr., for seventeen years chief grain inspector at Baltimore, occurred on September 11.

Mr. McDonald was born in Baltimore on January 7, 1845. After completing a common school education by graduating from the Baltimore City College, in July, 1862, he entered the employ of the grain firm of Thos. W. Levering & Co., with whom he remained for six years. The next four years



THE LATE CHARLES McDONALD, JR.

were spent with Roelkey & Bushey, grain and flour dealers, whom he left to become an assistant in the grain inspection department, which was established in 1872, Mr. Roelkey being chief. In 1883 he was made first assistant to Mr. Roelkey, and on the subsequent resignation of his chief, he was put in charge of the department, of which he was chief until his death.

Mr. McDonald witnessed the unloading of the first car of grain into a Baltimore elevator on January 23, 1872, and has been a part of and contributor of his energy to the uplifting of the grain business of that port ever since.

Mr. McDonald traveled extensively in the West in the interest of the Baltimore market, and made many friends in all parts of the country, who will regret his death. As member of the Chief Grain Inspectors' National Association, of which he had been vice-president and was president at the day of his death, he was accounted one of the friends of the policy of "uniform inspection," to which that body frequently committed itself.

He had many amiable personal qualities which he never laid aside when on duty but which shone with peculiar brightness when he was at leisure and taking his ease with his friends, who will remember him with pleasure as a fine and kindly gentleman and a faithful friend.

He was also a past commander of the Knights Templar of Maryland.

The first car of new wheat reached Duluth on August 21 from Ardrock, N. D., to Ely Salyards Company, and was sold to the Duluth Universal Milling Co. at \$1.09. The first new durum arrived on same day from Engelbell, N. D., to Van Dusen-Harrington Co. and sold at 93c.

#### KANSAS CITY CROP YEAR.

Kansas City, during the crop year 1907-08, ended June 30, handled 53,711,450 bushels of grain, against 63,026,000 bushels in 1906-07 and 71,028,400 bushels in 1905-06. In fact, the movement was the smallest for any crop since that of 1892. The amount in bushels and kinds of grain handled of crop of 1907 were as follows:

Wheat	33,436,200
Corn	12,299,100
Oats	7,413,000
Rye	145,950
Barley	255,200
Flax	162,000

The amount of wheat handled of this crop has been exceeded during the past ten years no less than five times (four previous crops and that of 1900).

The distinguishing aspect of the crop year 1907-08 was the high prices for all cereals. There were but four months in which the quotations of cash wheat in Kansas City failed to equal or exceed \$1 a bushel, the top prices of \$1.07 for hard and \$1.08 for soft being recorded in October, just before the financial panic broke out. Corn in every month from July, 1907, to June, 1908, sold at or above 50 cents, and during the last three months No. 2 mixed ranged from 60 cents to 76 cents. Oats often sold as high as corn, especially in the early part of the season, and brought good returns at all times. Other grain were correspondingly remunerative.

The hay handled during the same period amounted to 16,279 carloads against 19,173 carloads for previous hay crops. The cars were apportioned as follows:

Prairie	9,661
Timothy	2,344
Clover mixed	1,199
Clover	165
Alfalfa	2,362
Straw	416

This table shows decreases as compared with the previous year in all grades excepting only clover (75 cars gained) and clover mixed (628 cars gained).

The city's elevator storage capacity is now 11,290,000 bushels and the handling capacity 2,621,000 bushels.

#### NEW BOOKS.

The Orange Judd Company, New York, has in press, to appear probably within September, a volume on the swine industry, prepared by Secretary F. D. Coburn of Kansas, and dealing with the subject of swine in its many phases from a practical standpoint under conditions as they exist in this country now. It is entitled "Swine in America." It will not be a revised edition of Coburn's "Swine Husbandry," which will still have a large place, but is a far more complete and handsomely illustrated new work, intended as a companion volume to "The Book of Alfalfa," and the handsomest book yet devoted to any one class of live stock.

E. P. Arnold, 6501 Ingleside Avenue, Chicago, has issued a new edition of his former pamphlet, entitled "Chicago and Cook County Grain and Elevator Directory and Hand Book of Fire Prevention and of Grain Bleaching and Purifying." The title is exhaustive, except that the list of elevators is corrected to August 1, 1908, and sells for 25 cents.

The new edition of the directory of "Iowa Grain Dealers," corrected by Sec'y Wells to end of July, is now ready for distribution.

The sixteenth annual "Directory of Illinois Grain Dealers" will be issued under the authority of the Illinois Grain Dealers' Association, on November 1, 1908. It is published for the benefit of the grain dealers and will contain the names of 2,500 grain dealers in the state of Illinois, who have elevator facilities.

L. P. Poppenhagen will be local buyer for the Federal Elevator Co. at McIntosh, Minn., this year.







is asked for new seed. Stocks of new crop seed are not important. Some has been shipped to the United States.

**Alfalfa.**—On the other hand, the prospects for this article have deteriorated in Europe. Even with propitious weather not more than a light average crop is anticipated, it being reported that the heads do not fill up well. Stocks of European seed are very small. Turkestan stocks were larger, but owing to reduced prices have considerably diminished. During last week prices increased by about 1 cent.

**White Clover.**—Crop will be lighter than last year.

**Alsike.**—Crop materially better than last year's.

**Timothy.**—Complaints are heard in the chief producing districts to the effect that the weather during the time of blooming has been too wet.

**Orchard Grass.**—Small crop.

Yours truly,

R. LIEFMANN SOHNE NACHF.

Hamburg, Germany.

#### CATERING TO THE MARKETS.

*Editor American Elevator and Grain Trade:*—It has always occurred to me that one of the purposes of the grain dealers' organizations should be to take advantage of opportunities as they present themselves for securing to the producers of their section every advantage it is possible to secure in the matter of prices for the grain market at their stations.

Heretofore, in the territory west of the Missouri River, with the exception of Nebraska, but very little attention has been paid to the development of grades of corn of straight color. During the Mexican demand of several years ago, our farmers and grain dealers preserved their white corn, and very large premiums, as large as 14 and 15 cents per bushel, were obtained at that time for that commodity. The Mexican demand, of course, created the necessity for the preservation of this color grade. However, that is not the only territory that demands straight color corn. In Cuba, Jamaica, Porto Rico and all the West Indies islands, there is a persistent and continual demand for yellow corn. This corn gives a premium over grade of ordinary two mixed which varies according to supply and demand.

With the exception of Cuba, there has been no steamship service out of Galveston to any of these countries, but this year we are offering service to Porto Rico, Jamaica and Panama in addition to our Cuban service, and our Western grain dealers should bestir themselves with the idea of supplying the demand in this territory by the new steamship lines now providing service from Galveston. A manufacturer makes the kind of goods that the customer in a new market requires or prefers, and grain dealers should follow the same plan.

There are a number of ways in which straight grades of yellow corn could be secured. In Kansas and Oklahoma, for instance, it would pay any grain dealer at any station where ear corn is marketed to set aside a small portion of his crib room this fall for the purpose of containing therein ears of yellow corn suitable for said purpose, and it would be very little trouble for him to trade this straight yellow corn to a number of his farmers at planting time next spring for an equal weight of their seed corn of mixed variety. The result would be that in the fall of 1909 there would be harvested a number of crops of straight yellow corn that could be preserved to its color when marketed at the station. It would only take twelve months to do this, and the benefit to the community would be considerable in a financial way. Then, again, almost every grain dealer has an elevator man with plenty of time on his hands, and it would be no difficulty for him to employ this elevator man in separating the yellow ears from the other ears so that straight carloads of yellow corn could be had for shipment this fall.

Yours truly,

Galveston, Texas. H. H. HAINES, Secy.

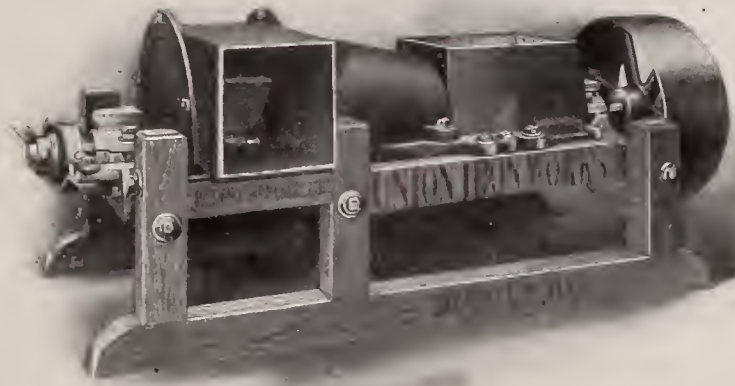
The editor will always welcome communications of interest to the grain trade.

#### "WESTERN" PITLESS SHELLER.

A new feature added to the "Western" line of elevator machinery, manufactured by the Union Iron Works, Decatur, Ill., is the "Western" Pitless Sheller (patent applied for). This machine is built to supply the demand for a sheller that will discharge directly into the elevator boot, thereby obviating the necessity of a deep pit, or tank, under the house.

The Union Iron Works have been experimenting for several years on this improvement, and feel that they are justified in making the statement that they have the only fan-discharge sheller on the market to-day that will not crack the corn. The construction of the fan chamber is such that the corn leaves the cylinder at the same speed the fan revolves; therefore, the contact with the fan blades will not crack the corn.

The designer has not used an enlarged fan chamber, but simply an extension of the outer casings of the sheller. The advantage of this lies in the fact that there is less surface for the corn to come in contact with, thereby lessening the liability of cracking it.



"WESTERN" PITLESS CORN SHELLER.

Another feature of these shellers is that they are adjustable, and can be changed in a few minutes to discharge either to the right or left, under or over.

Again, the fan is keyed to the cylinder shaft, and is separate from the cylinder, therefore, it does not necessitate buying a new cylinder in event that the fan should become damaged or broken. The conveyor is a positive, full-turn, screw-feed, giving the largest capacity possible, according to the size of sheller.

The works equip this sheller with its patent adjusting lever, enabling the operator to adjust the cylinder, while running, to all kinds and conditions of corn. The frame is built of solid oak, nicely finished, making the machine a model of compactness, durability and strength.

The "Western" Pitless Sheller is built in three sizes, with capacities of 300 to 1,300 bushels per hour.

#### FARMER AND DEALER.

Harry W. Kress, Piqua, O., thinks one of the burning questions with the country shipper is the one, "How to convince the farmer that he is getting a square deal from the grain dealer," and he says:

"Personal contact and past experience leads me to believe that the farmer should be enlightened more than he has been. Cultivate his friendship, making him realize your interest in his welfare as well as your own. The fact that he has been kept in the dark so long regarding actual conditions in the grain trade has caused him to be classed as a skeptic.

"The country shipper who does an honest, legitimate business (and I believe the majority do) has nothing to conceal. Explain to the farmer the chances you take after his grain is unloaded at your elevator. Talk to him about terminal inspection, weights, leaks in transit, constant fluctuations in prices and values, delays in transit,

car shortage, cancellation of contracts, grain heating and arriving out of condition, discounts on off grades, capital invested to carry on your business, loss in recleaning his grain, fire insurance, taxation and the dozens of other conditions which you must face in operating your elevator.

"Show him why you are entitled to a certain margin of profit when buying his grain." Post him about the improved conditions brought about by our trade organizations, etc.

"Interest yourself in the improvement of his crop conditions and general welfare. A free intercourse of thought and discussion along these lines will create better fellowship and business relations without a doubt.

"I feel certain that if you carry out this programme your relations with the farmer will be bettered tenfold. It takes courage to win these days, and the man who hesitates is lost. You cannot expect a farmer to appreciate what you are doing for him by keeping him in ignorance, as is generally practiced. I believe there is a better understanding to-day between the farmer and dealer, and it is a noticeable fact that in the communities where this improvement is manifest we

find an era of prosperity that is so dreadfully lacking at some of our country points."

#### SPELT IN SOUTH DAKOTA.

Spelt in South Dakota has become so considerable a crop that farmers and shippers in that state ask the Minnesota inspection department to make grading rules for this grain, and at a meeting of the Board of Appeals of that body on September 1 the need for grading rules for spelt was presented by the South Dakota Railroad and Warehouse Commission. The law of South Dakota prescribes that the Commission shall establish grain grades before September 1, but that these grades shall conform to the Minnesota standards. For this reason the South Dakota Commission presented the status of spelt to the Minnesota Appeal Board and is withholding its own grade of the grain until that body acts.

Members of the Minnesota Board are inclined to believe that the legislature will have to establish a legal weight for the grain before grades may be established.

#### FARM VALUES OF PRINCIPAL CROPS.

The average value (based upon prices received by farmers) of the principal crops in the United States, on dates indicated, obtained from reports of correspondents of the Bureau of Statistics, Department of Agriculture, is as follows:

Crop.	Aug. 1, 1908.	June 1, 1908.	April 1, 1908.	Jan. 1, 1908.
Corn, per bu.....	\$0.781	\$0.737	\$0.612	\$0.540
Wheat, per bu.....	.904	.923	.898	.887
Oats, per bu.....	.498	.518	.500	.461
Barley, per bu.....	.571	.613	.665	.704
Rye, per bu.....	.742	.763	.753	.733
Buckwheat, per bu.....	.801	.758	.766	.717
Flaxseed, per bu.....	1.074	1.092	1.030	.999
Potatoes, per bu.....	.836	.713	.704	.634
Hay, per ton.....	9.280	10.660	10.830	11.280
Cotton, per pound.....	.103	.103	.102	.....

—Crop Reporter.

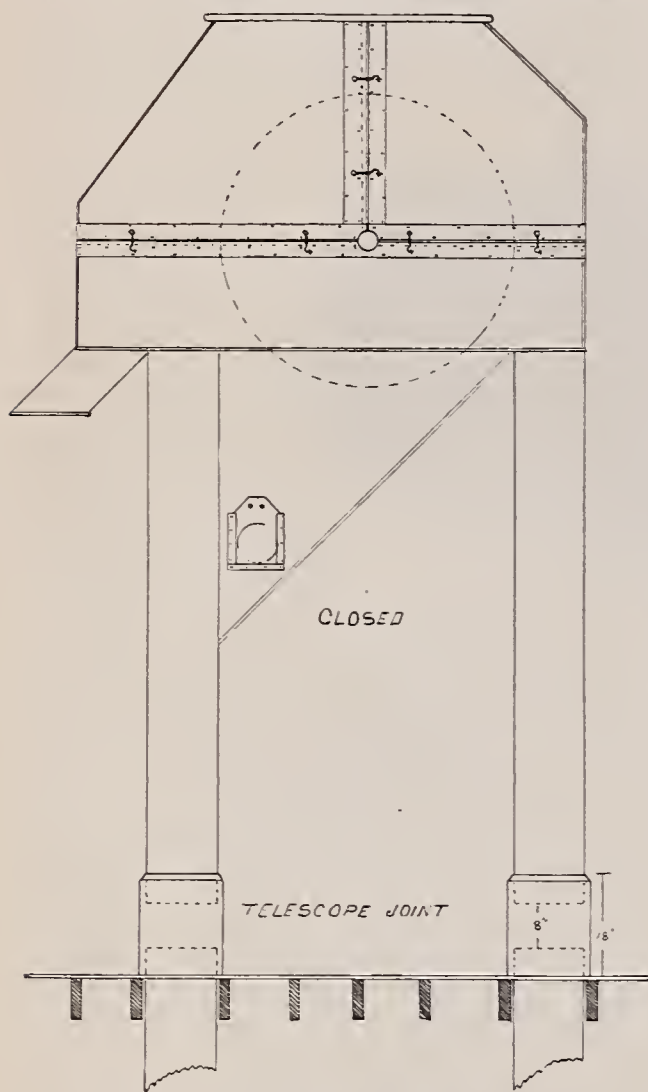
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**ELEVATOR HEAD AND TELESCOPE LEGS.**

A large proportion of operating troubles and fires are due to defects in the elevators, generally at the heads and boots. It is common to make a tight box of the head and boots, with rigid legs from the lowest point to the Texas where the head pulley is on a drive shaft fastened to cross-beams which are mostly against the sides of the heads and sometimes the bearings extending into the heads, says a circular of the Grain Dealers' N. Mutual Fire Insurance Company of Indianapolis. This arrangement gives no chance for examination or adjustment. As the building settles from its load or otherwise, the legs, if securely fastened at any point, are liable to buckle, or the head "pushes up," causing a heavy friction of the drive-shaft on the wood sides of the head. Drive-shaft bearings close to sides of heads catch more grit and dirt and when they heat fire the inflammable dust gathered on them.



CORRECT ELEVATOR HEAD AND LEGS.

the oil soaked wood around them or the elevator head in contact. Wood pulleys in heads or boots are prohibited. The possibility of friction from the wood rim against wood side or wood face against a heavily loaded belt at time of choke up is too great to be allowed.

The illustrations shown are pictures of improvements over the old conditions. The head is readily accessible for examination, adjustment or relief of a choke up. The top cover should be loose. The slant bottom avoids accumulations under the pulley or friction. The hand hole permits cleaning out that insects do not have a good breeding place.

The cross section shows the clearance the bearings should have from the sides of head even though a larger shaft be required. There should be a one-inch clearance of pulley on each side with belt one inch less width than pulley and cups one inch width less than belt.

The telescoping of the leg should be at the bin or Texas floor under the method shown. This could be under the floor using the joists as sides of the telescope case. The rigid elevator legs are then independent of the head which securely hung to the cross beams holding the bearings allows the head with its pulley and shaft to sink or

rise with the settling or expansion of the building. This will also keep a better alignment of the head shaft to the bearings, though adjustable bearings are advised.

Iron boots are preferable. When the purchase of fixtures, material and labor are considered there is an advantage over the wooden boot in buying iron boots of the manufacturers.

**CORN IN MASSACHUSETTS.**

Kansas may no longer claim exclusive fame for the possession of "tall corn," for it is authoritatively reported that on the Bowditch Farm, in Framingham township, Mass., there are no less than 35 acres producing corn over 20 feet in height. An enthusiast remarks:

"It's like driving into a young wood to follow the road that runs through the 35 acres of Giant Eureka. Even more is it like entering a grove of rubber plants, for the great blades—4 feet long and over—are remarkably tough and heavily ribbed. The stalks, too, are not unlike those of rubber plants for strength and thickness.

"Can't," replied Overseer Fred Barrett when asked to explain what made the corn shoot up so far; "it just grew. We got the seed from Kentucky, where the 'Eureka' variety always grows pretty high. But nobody ever heard of it getting so tall as ours. The firm that sold us the seed was astounded at the results we have obtained. Besides being the highest corn anywhere round here it is probably the highest development of this type yet evolved.

"Some of the stalks measure only 18 feet, but most of them are 20, and I think down in the farther corner they will be even taller. It hasn't stopped, you know—it's keeping right on. And it grows very rapidly, too. Last week we cut some that measured 19 feet and we found that other stalks from the same section have grown a foot within seven days."

"Eureka" is a fodder corn. The ear is only slightly larger than that of commoner kinds, the plant expending most of its unusual vigor in climbing. In the fall the 35 acres will be cut down and cut up for storage in the silo. Owing to its wonderful height, the Bowditch "Eureka" will yield four times as much fodder to the acre as the everyday variety.

Much has been said and more written about the sterility of Massachusetts farmland. Yet it has remained for Massachusetts to produce corn the like of which more favored soils have seldom, if ever, known.

**FIGHTS THE STATE WEIGHERS.**

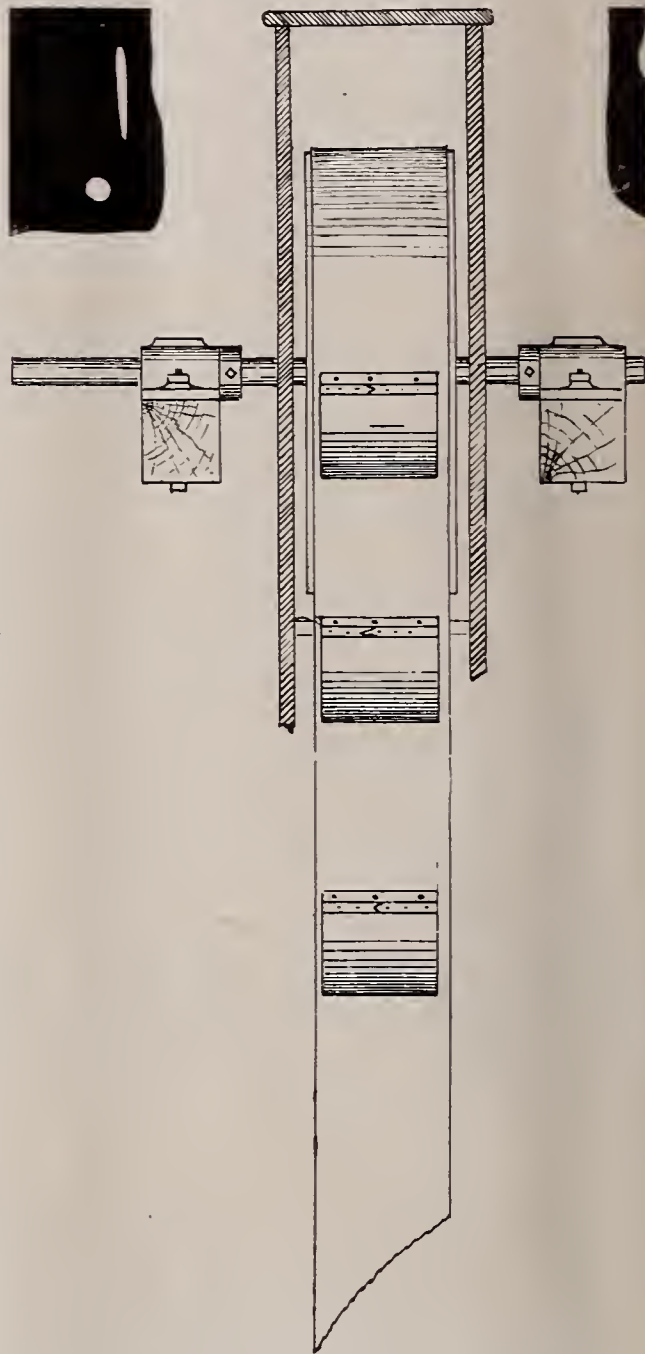
On August 19 the Kansas City Board of Trade brought suit to enjoin the Missouri Railroad and Warehouse Commission from collecting fees for weighing grain through the elevators at that market. The suit is based on the recent decision of the Supreme Court, which declared unconstitutional the grain weighing law passed by the legislature in 1907 and the state Railroad and Warehouse Commission was forced to give up the weighing of grain in private elevators and mills over which the new law attempted to give it exclusive jurisdiction. This left the old law operative, under which the state inspectors weighed only in public elevators.

The action was begun before Judge McCune of the Circuit Court, who on September 1 issued the temporary injunction asked for, hearing on the merits of the case taking place on September 9.

The present system of operation at both Kansas City and St. Louis means a double charge for weighing, one paid to the state and one to the exchange, and the Kansas City Board wants to do away with this double charge by abolishing state weighing. The attitude of the board of directors of the St. Louis Merchants' Exchange, who were asked to join Kansas City in the action, is not favorable to the suit. The grain dealers at

St. Louis are generally satisfied to pay the extra charge rather than dispense with the exchange supervision. There is also some doubt as to whether the law could be invalidated as to public elevators as Kansas City desires and the litigation would be expensive.

F. G. Crowell, acting president of the Kansas City Board of Trade, says: "We have no objection to the presence of the state weighers and inspectors in the elevators. In fact, we invite them to take charge of the weighing and supervise it. We do object to the excessive charges, however, which result in a discrimination against the Kansas City market. The charges in other states are not nearly so high and the result is that grain is being detoured around Kansas City to escape the excessive weighing fee charged by the state. We think the state has no right to



CORRECT ELEVATOR HEAD BEARINGS.

charge any fee at all and will now contest in the courts for that right, although we would have submitted to a reasonable weighing fee without complaint. "We estimate that the tax amounts to about \$15,000 a year in excess of the charges in other states. That means a discrimination of that amount against the Kansas City market."

**LLOYD'S GRAIN ELEVATOR LOSSES.**

It is a safe assertion that no tears will be shed by a large number of local agents if the heavy losses London Lloyd's sustained in the elevator fire at Chicago last month, added to numerous other hard jolts they have received in the past few months, cause some of the groups to retire from this country, says an insurance journal. The point is rapidly being reached where almost every large agency in Chicago which desires to claim that it is thoroughly equipped must have a binding power for some group of London Lloyd's. Under the name of sur-



plus lines, these unadmitted concerns have captured a large amount of business which it is generally believed the authorized companies, which pay taxes, should have and would have taken had it been offered. However, it is not unlikely that the Lloyd's will be welcome to more grain elevator business if they want it. Some of the regular companies are getting very tired of it.

The loss of the Armour elevators at Chicago gives new impetus to the efforts to put old-style elevators under the ban. The underwriters are getting constantly more disinclined to risk much on them, and the concrete construction people want to replace them with others of modern style. If a few more old-style elevators go the way of consolidated "D" at Duluth and the two that went up in smoke in Chicago last month, it will become a problem to cover frame elevators and their contents, especially at rates which will not discriminate too sharply between them and modern ones.

### THAT ALASKA WHEAT.

The now famous "Alaska Wheat" has been getting a black eye from the experts during the past month. The claim of 200 bushels' yield per



HEADS OF ALASKA WHEAT, ACTUAL SIZE.

acre was enough to arouse suspicion, considering that the average yield per acre of wheat in this country last year was but 14 bushels, and that the highest average yield ever gathered for the entire country was only 15.5 bushels, in 1906, and that the average of the past ten years was but 13.8 bushels. The average in good years in England has run to 25 bushels, and some phenomenal yields of 50 to 60 bushels per acre have been reaped on the virgin lands of eastern Washington and western Idaho. To get a yield of 200 bushels per acre, therefore, seems at first flush so vast an advance upon the best that has ever been done before that, while everyone may be willing to concede great virtues to seed alone, it seems almost beyond belief to ask one to imagine that any seed by itself will make such a difference in yield possible.

The Agricultural Department was, of course, flooded with inquiries about this miracle wheat of which all the newspapers were and some still are talking, to which the Department has replied substantially that "A variety of wheat named 'Alaska'

is being widely advertised as capable of yielding at the rate of 200 bushels to the acre 'under ordinary soil conditions' and even better 'under extra conditions.' This type of wheat has been known for many years, both in this country and in Europe. It has been tried at several of the experiment stations in the western United States during the last fifteen years, but nowhere have the yields been high enough to merit attention; as it is one of the poorest wheats known for making flour, it is never grown where the ordinary varieties of wheat will thrive."

Subsequently, on September 5, an agent who was sent by the Department to Idaho, to investigate the present status of the so-called Alaska wheat, said to yield over 200 bushels per acre, made the following statement by wire: "Alaska yielding 25 bushels per acre. Badly mixed. Grain inferior. Quality soft and white. Ordinary wheat yielding fully as much. Best varieties more."

An analysis recently made by the Department of Agriculture shows that Alaska wheat contains only a little more than 9 per cent of protein, while soft winter wheats average 10 per cent; hard winter wheats, 12 per cent, and hard spring wheats 12½ per cent.

On August 18 H. W. Collingswood, editor of the Rural New Yorker, speaking at Glassboro, N. J., of the "Alaska" wheat, said the variety has been known for the past fifty years as "mummy wheat" and is absolutely worthless for milling. This view is indorsed also by Professor Atkinson of the Department of Agronomy of the Montana Experiment Station at Bozeman, by Professor Hyslop of the Idaho station, Professor Bull of the Minnesota station and by Professor Olin of the Colorado station.

"The claims made for this pretended variety of wheat," says Wallace's Farmer, "are preposterous and would not for a moment fool anyone who has even a rudimentary knowledge of wheat. This wheat is one variety of a species which is grown in the hot, dry country of the East, and is somewhat similar to the Durum wheat which has been successful in our dry regions of scanty rainfall. It does not, however, have as good milling qualities as the Durum wheat which the Department of Agriculture has introduced in the dry country. It is soft and makes an inferior quality of flour. Many of our Western stations have experimented with it and found it unworthy of recommendation, among those being the Colorado station, which has grown it this year and which has issued a press bulletin cautioning people against being fooled by the preposterous claims that were made for the wheat."

"It might be," said Assistant Secretary Hayes of the Agricultural Department, "that this wheat would prove fairly useful, but that it would be anything marvelous is out of the question. It comes nearer to being useful in the mountain regions than elsewhere. So far as we know, this wheat, which is familiar to us, never came from Alaska—that's what makes the story look fishy."

"The department is constantly at work producing new wheats. It takes sometimes ten or twelve years. Ordinarily a wheat doesn't suit a region embracing more than two or three states, and the dreams of sudden wealth created by this story of a fine wheat in Alaska probably will never come true."

"The life of a grain of wheat is only a very few years and there is no truth in the reports made occasionally that wheat found in a pyramid has grown when planted 2,000 years after it was harvested. A coincidence in that connection is interesting. The large-headed Alaskan wheat described in the newest fake story is sometimes called 'miracle wheat'—the kind of wheat about which the Egyptian yarns have been sprung in the past."

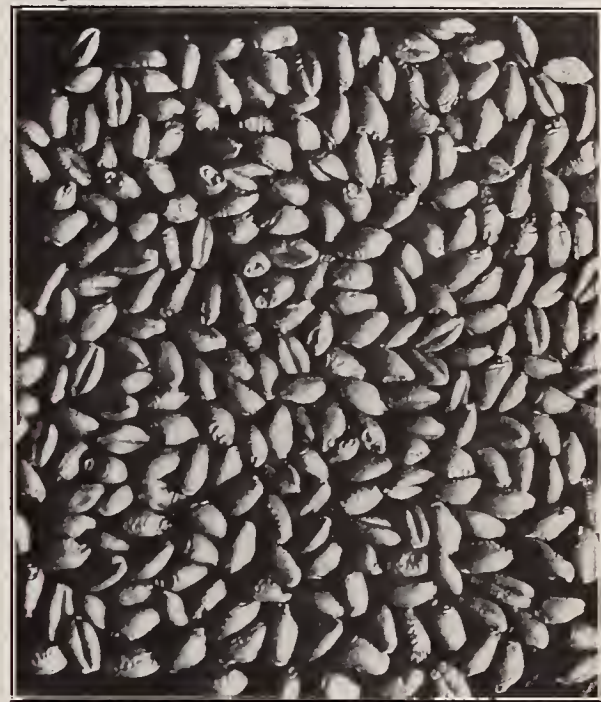
Exports of grain from New Orleans in August were 440,000 bushels of wheat of which 288,000 bushels went to the Continent of Europe and the remainder to Liverpool and Manchester.

### CANADIAN PUBLIC ELEVATOR ACT.

An act to amend the Manitoba Grain Act was passed at the recent session of the Dominion Parliament, making the following changes:

Par. h, Sec. 2, is repealed, and the following substituted therefor: "'Public terminal elevator' includes every elevator located at any point declared by the Minister to be a terminal, and 'terminal elevator,' in the provisions of this Act relating to terminal elevators and warehouses, includes a warehouse."

Pars. i, j and k are added to Sec. 2: (i) "Eastern transfer elevator" means any elevator east of Fort William and Port Arthur which receives



KERNELS OF ALASKA WHEAT, ACTUAL SIZE.

Western grain for storage or reshipment for a compensation."

Sec. 3 is repealed and a new one substituted, providing that the Act shall apply to the Manitoba Inspection Division, comprising Manitoba, Saskatchewan, Alberta, the Northwest Territories, and that portion of Ontario lying west of and including Port Arthur.

Secs. 10 to 16 are repealed, and the heading between Secs. 16 and 17 is struck out and "Public Terminal Elevators, Eastern Transfer Elevators and Warehouses" substituted.

A new section is substituted for Sec. 19, providing that no discrimination shall be made between persons desiring to avail themselves of warehouse facilities; every public terminal elevator warehouseman in the Manitoba Inspection Division shall receive any grain tendered to him in a dry



KERNELS OF DURUM WHEAT, ACTUAL SIZE.

and suitable condition for warehousing, in the usual manner in which terminal elevators are accustomed to receive grain; grain so received shall in all cases be inspected and graded by a duly authorized inspector and stored with grain of a similar grade; no grain shall leave a public terminal point without being officially weighed unless the owner or his agent orders otherwise; every Eastern transfer elevator warehouseman shall receive for storage Western grain tendered him through the ordinary channels of transportation, in such parcels or lots as are shipped; every Eastern transfer elevator warehouseman shall keep a correct record of each parcel or lot of grain received, noting the name of the boat and number of the hold from which taken, or the number of the car, the billed weight, the actual weight as weighed in by him and shortage or overage, the number of the bin in which stored,



and in case of a transfer in the elevator the number of the bin to which transferred, the date of shipment out of elevator, with the number of car or name of boat and number of hold, and in all cases where a certificate of grade accompanies a lot or parcel of grain the identity of such certificate with the lot or parcel of grain shall be preserved; he shall keep a correct record of the name of the shipper, the party to be advised of the shipment and the consignee; the identity of each parcel or lot of Western grain shipped to an Eastern transfer elevator shall be preserved, except that different parcels or lots of the same grades may be binned together when there is not sufficient space in the elevator to keep the parcels or lots separate; in no case, whether in a public terminal elevator in the Manitoba Inspection Division or in an Eastern transfer elevator, shall grain of different grades be mixed together while in store; every public terminal warehouseman in the Manitoba Inspection Division shall clean all grain received by him on which the inspector has set dockage for cleaning, except all rejected grades, which shall be cleaned only upon the request of the owner; every public terminal warehouseman in the Manitoba Inspection Division shall pay or make allowance to the owner for all domestic grain of a commercial value in screenings on all cars graded by the inspector clean, to clean for domestic grain, as set forth in Sec. 135 of The Inspection and Sale Act, as amended by Ch. 36 R.S.C. 1908, to the quantity assessed by the inspector; every public terminal warehouseman in the Manitoba Inspection Division shall insure against fire, with companies satisfactory to the Commissioner, all grain received, handled or stored by him, provided always that this subsection shall not apply to Eastern transfer warehousemen.

Sec. 20 is amended by the substitution of the words "shipping receipt, or bill of lading, or both, as the case may be," for the words, "railway shipping receipt."

Sec. 29 is repealed, the new section providing that the owner, lessee or manager of every public terminal elevator shall furnish at such times and in such manner as the Commissioner may prescribe, a verified statement in writing, (a) in the case of a public terminal elevator in the Manitoba Inspection Division, as to the condition and management of so much of the business of such owner, lessee or manager as relates to such elevator; (b) in the case of an Eastern transfer elevator, as to the amount, condition and management of the business done in Western grain by the elevator.

Sec. 35 is replaced by a new section providing, in case a terminal warehouseman in the Manitoba Inspection Division considers that any portion of the grain in his elevator is out of condition or becoming so, he shall consult the resident official grain inspector, or his authorized deputy, who shall examine the grain in question, and if he finds it out of condition or becoming so, and if he is of the opinion that it can be brought back to condition, or further deterioration prevented, he may order it to be re-elevated, at the expense of the owner of the grain, and if it is found that the condition of the grain is such that it cannot be brought back to condition, or further deterioration prevented by re-elevating, he shall give notice to the Commissioner and the grain owner.

Sec. 38 provides that when grain has been declared to be out of condition and the owner does not remove it within one month of the date of such notice, the warehouseman may, after having given public notice as provided, sell the grain at the expense and on account of the owner, placing such proceeds against all charges accrued, and the owner of the grain shall be liable for any deficiency.

Sec. 40 declares that nothing contained in secs. 34 to 39 inclusive, nor in secs. 43 and 44, shall be construed as to permit any warehouseman to deliver any grain stored in a special bin or by itself to anyone but the owner of the lot, or upon his written authority.

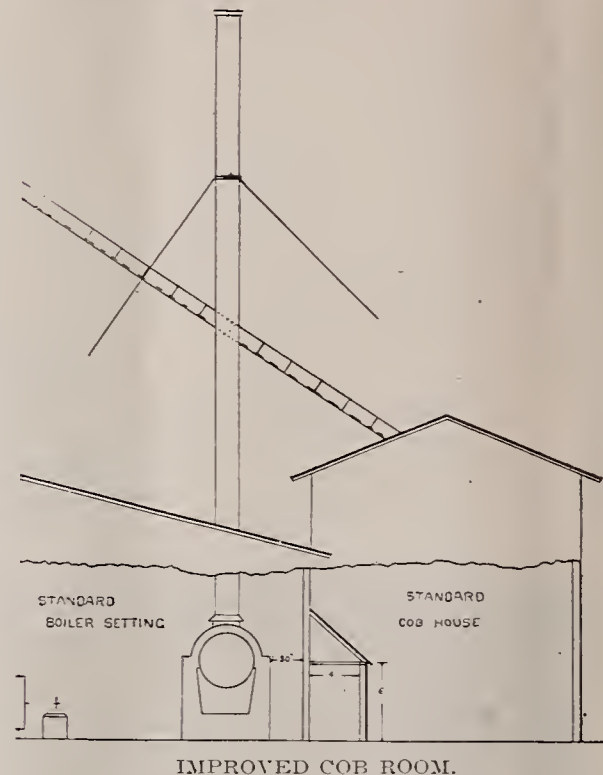
The following is added to Subsection 1, Sec. 56: "In the case only of grain in special bin, should the storage receipts and lawful charges against the grain not be delivered or paid at the time of the billing of the car, the elevator operator may hold the bill of lading until the owner has surrendered the storage receipts therefor and paid all lawful storage charges due thereon; provided that it shall be an offense under this Act for the elevator operator to sell or dispose of such bill of lading without the consent of the owner of the grain, the bill of lading to be made out in all cases in the name of the owner of the grain shipped."

Sec. 60 is amended by the following addition: "Except in the case of accidental damage to, or the accidental destruction of, any public country elevator in which grain has been accepted for general storage as herein provided, if the person operating it, when called upon to do so by the owner of the grain, fails to account for the grain in accordance with the terms of the warehouse receipt given under the provisions of this Act or of the further orders of the owner, he shall be deemed guilty of an offense under Sec. 355 of the Criminal Code, and shall be liable to the penalties therein provided and, in addition, to the forfeiture of his license."

A new section is substituted for Sec. 70, in part as follows: When ordered by the Commissioner, any person operating a public country elevator or warehouse under this Act shall, immediately after the end of each month in which the elevator or warehouse shall have been operated, furnish in writing to the Commissioner a return or statement showing: (a) The amount of grain on hand in the elevator at the commencement of such month, and the total amount of warehouse receipts at that time outstanding in respect of the said grain; (b) the total amount of warehouse receipts issued, the total amount of warehouse receipts surrendered by the holders thereof, and the total amount of warehouse receipts outstanding; (c) the amount of grain received and stored in the elevator or warehouse; (d) the amount of grain delivered or shipped from the elevator or warehouse, and (e) the amount of grain on hand

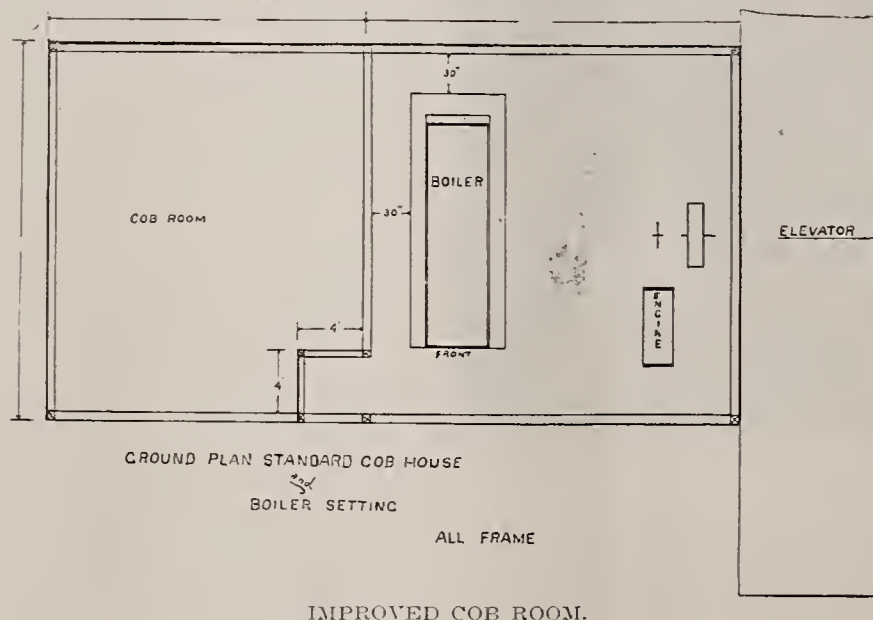
### IMPROVED COB ROOM.

Cob fuel has been the cause of fires. One trouble has been through the boiler wall forming a part of the cob room wall. Even though there may be an extra foot or two of brick the heat will travel the full thickness to escape. Another defect is a frame cob room wall close to the boiler settings. When the boiler walls become



defective the heat and sparks can communicate to the inflammable material adjoining. While 15 to 20 inches might be sufficient air space to carry off the heat, it is not accessible to clean out the dust and rubbish that will accumulate. The mutual companies make a standard of 30 inches clear space at side or rear of boiler and increase the rate for lack of it. Frame side or rear built on boiler wall prohibited, says a circular of the Grain Dealers' Northwestern Fire Insurance Company.

The greatest trouble with cobs has been as an



in the elevator or warehouse at the expiration of such month. A penalty of not less than \$50, and not more than \$1,000, is provided for the making of a false return.

Under the heading of General Provisions, a penalty ranging from \$500 to \$1,000 is provided for any person operating a country elevator and entering into a combination for the pooling or division of earnings or receipts.

The Act, which was assented to on July 20, came into operation September 1.

At a meeting of the New York State Grocers' Association at Jamestown, in August, a resolution offered by the Brooklyn local association was adopted, asking the legislature to pass a law requiring that bales of hay and bags of grain be marked with their exact weight.

overflow or drawing out of a supply to feed the furnace. The space in front of the boiler is always such that there is not room for a pile of cobs without being trod on or by shoveling spread out from the furnace door to the cob room door. No inflammable matter should be allowed around the boiler, particularly in front.

Fuel or cobs should be handled in the fuel room. For that purpose as shown by illustration an inside partition should be made with removable slats at each side of the corner post that will keep the flow of cobs for shoveling within the cob room proper. The height of this partition should be 5 or 6 feet to allow easy entrance when cob supply is low and top should slant. The best cob room has a cement bottom and low side walls above any moisture line. The cob spout to be metal from elevator to cob house



not being as dangerous a flue to feed a fire back into the elevator. Shucks and dust should be blown to a separate dust house and not mixed with the cobs.

### H. B. LOW & SON.

The elevator shown in the accompanying picture is one of the new elevator recently completed for H. B. Low & Son, at Orangeville, Columbia County, Pa., which is one of the largest in that part of Pennsylvania, and next to the largest in northeastern section of the state. The surrounding sheds are arranged to handle the firm's business in field seeds and coal, as well as fertilizers, binder twine and building materials.

The elevator is 32 feet square by 60 feet high and has eight bins, which will hold 8,000 bushels easily and 10,000 if need be. There is machinery for unloading cars at the rate of

state experiment stations as may be designated by the directors of the stations to go to Washington. It was stated by some of the newspapers that the department would install and operate an experimental alcohol plant for making denatured alcohol at each of the various leading fairs this fall, but the authorities say this is untrue; that the only point to which the Washington plant will be moved after completion of the work there will be to reconstruct it at the National Corn Exposition, to be held at Omaha in December, and this will require a month's preparation before the plant can be erected.

### DRYING BARLEY.

The disadvantages of damp barley for malting are summarized by Coblitz as follows: During storage it becomes fusty, and this flavor is transmitted to the resulting malt and beer; the yield

for three or four years without loss of quality, and the brewer with such a stock in hand is independent of the new crop and is not compelled to purchase foreign barleys when the home supply is poor. The cost of drying is a comparatively small item, about a penny per cwt. being the average with efficient plant.

Commenting on these remarks, Hoffman considers that eight to ten inches is perhaps too thick a layer to be quite safe. The only risk of loosening the husks is when the barley is brought into contact with the iron flooring of the lower kiln, without having been sufficiently dried beforehand. A cool day is preferable for turning the dried barley, the absolute humidity of the air being then lower than in warm weather, besides in the latter case there is a risk of moisture being deposited on the cool barley. The use of a hydrometer for determining the absolute humidity of the air is recommended. One chief cause of the unfavorable experience gained in storing barley in the brewery is the excessive moisture content of the air, and the only way to overcome this defect is to store the barley in vertical iron silos.—*Wochenschrift für Brauerei.*

### FORKED LIGHTNING OF MANY TINES.

A. P. Redfield of Indianapolis, who does a great deal of adjusting for a number of mutual companies that make a specialty of flouring mills, has just returned from Colton, S. D., with a lightning story that might stretch the credulity of his hearers if it were not North Dakota lightning and that Mr. Redfield's veracity is backed by an unblemished record extending over a long and honorable term of years.

All evidences go to show that on the night of August 3 last, about the hour of 10 o'clock, the elevator of the Colton Grain Company was struck by lightning and set afire in four different places. In one of these a grain cleaner was ignited and burned over a space of about six inches by two feet, besides three other places in the building, all widely separated from each other. All four of these fires went out without attracting attention at the time. About 5 in the morning the building was struck again, and this time was set afire in three places, all separated from each other. These fires differed from the former samples in that they immediately got busy and began to make themselves known. Flames burst through the gable end of the cupola, which was sixty feet from the ground, and attracted attention. The volunteer fire department hurried to the front with the town's two small chemical carts, and by making one line of hose out of the two equipments, they managed to get up to the cupola fire from the inside of the building. They put this out and discovered the two other fires, and also gave them the g. b. as well. Investigation revealed the four other places where fire had been started by the first stroke of lightning, and from the fact that the charred places were entirely cooled off, there was no doubt but that they had been started by a severe electrical storm several hours before.

Among other freaks performed by the lightning was the partial drawing of many large spikes from the planks through which they were driven; in many cases the wood around the nails was so charred that they could be pulled out with the fingers. With all this excitement the loss amounted to only \$195. If this fire had occurred in a metropolis, handicapped by a large fire department and a shipload of apparatus, the elevator would have burned to the ground.—*Rough Notes.*

The grain movement in the Northwest began early this season, Minneapolis as early as August 21 (and Sunday) getting 651 cars of grain, of which 374 were of wheat, 163 of barley and 77 of oats. A week later, on August 31, 969 cars arrived, including 536 of wheat, 296 of barley and 104 of oats.



ELEVATOR AND SHEDS FOR SEEDS, ETC., OF H. B. LOW & SON, ORANGEVILLE, PA.

about 500 bushels per hour, and elevating, cleaning and loading machinery, all operated by electric motors.

The house is a great convenience, of course, to the farmers of Columbia County, who have here a steady market and no trouble in handling their grain.

### DENATURED ALCOHOL.

The production of denatured alcohol in the United States for the year ended June 30, 1907, was 7,000,000 gallons. The largest producer is the U. S. Industrial Alcohol Company, owned by the Distilling Company of America, or operated in the interest of that company. It is said that when the company named was organized it was expected the output for 1907-1908 would be substantially 11,000,000 gallons. In consequence there has been considerable disappointment and earnings of the company have not been what was expected.

Even a production of 11,000,000 gallons for the United States would be insignificant compared with 120,000,000 per annum by Germany, where the consumption is equally great. The best that can be said of the denatured alcohol production in this country is that the cost has been reduced to a point where it has been made available in certain manufactures with a large saving in the cost of manufacture.

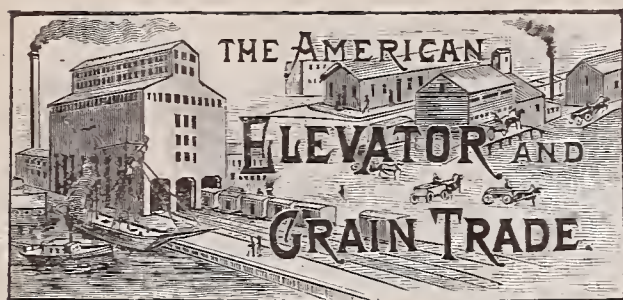
According to Washington advices, inquiries from the country regarding denatured alcohol have not been numerous this year; but as it is realized that there is a great deal to be learned concerning the product the agricultural department will install and operate an experimental plant in Washington for experimental work and instruction to such members of the staffs of the

is reduced, owing to the clogging of the pores of the respiratory organs of the barleycorn, whereby their activity is restricted and the preparatory enzymes discharge their functions in a very irregular manner, so that many corns do not germinate properly and an imperfect malt is obtained; finally, the conditions favor the development of insect pests (the barley weevil), which may then endanger the entire stock of grain and malt.

Drying remedies these defects, preventing the development of the fusty flavor, raising the germinating power to a maximum and checking the weevil. Maltsters who are not equipped with separate drying plant can obtain good results by drying on the kiln, one with a good draught being preferable, as allowing the grain to be spread more thickly on the floor. On an average the thickness of the layer may be eight to ten inches, and ten to twelve hours' drying will reduce the moisture content to 10 to 12 per cent. The maximum temperature is 105 to 112 degrees F., and this should be reached gradually, otherwise the husks may become loosened round the embryo, which then suffers injury during turning and cleaning. Each parcel of barley should be dried, the mixing of dry and damp barley being inadvisable.

The dried barley should be spread on a floor or placed in bins when cooled, being turned, in the former case, once a week until the internal temperature has fallen to 68 to 72 degrees F. In the case of bins the barley should be transferred from one to another by means of cup elevators, etc., on a warm, dry day. In either event care must be taken to prevent absorption of fresh moisture, a covering of malt culms being very useful for this purpose. The possession of a drier enables barley to be bought in quantity when cheap, and stored, since, if well dried, it will keep





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#### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

#### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., SEPTEMBER 15, 1908.

Official Paper of the Illinois Grain Dealers' Association.

#### CO-OPERATION TO REDUCE LOSS.

S. D. Webster, freight claim agent at St. Louis, made an address the other evening before the St. Louis Railway Club, that had for its subject the timely theme of "Co-operation to reduce freight damage claims." We are each of us in the habit of individualizing claims as though our own were the most important or at least an important one among a few others; but in fact, as Mr. Webster pointed out, the stream of claims is an enormous one and one that is daily increasing in volume. Yet, as Mr. Webster says, there seems to be little effort made on the part of either employees or shippers to reduce the actual loss by use of foresight. Shippers skimp on the packages and they break or leak; barrels and boxes are too weak for their contents; they are improperly loaded by shippers' agents; grain doors are unsound or not properly fitted; roofs leak but no notice is taken of the fact; doors are left unsealed, and so on, not to mention the gross carelessness of employees of railroads and shippers alike in the issuance of bills of lading, and so on.

Now, all these things mean loss—claims, the very multiplicity and complexity of which create delays, while if the carriers are to earn their proper dividends their rates must be made sufficiently high to pay the damages resulting from these unnecessary losses and the delays and the expense of adjusting claims.

Mr. Webster's remedy is co-operation of employees and shippers—a

co-operation offering the best each one has for the betterment of the service and the successful accomplishment of the one object of the common carrier—the furnishing of the commodity, transportation, at the lowest possible price which will afford commensurate earnings.

To secure this interest and co-operation, does it not seem that there should be, in the great

army engaged in the transportation of the country's commodities as in a great army engaged in any vast enterprise, the influence of a like impulse, radiated from its heads and inspiring all in the effort to effect the object they should have in common, that of moving forward the traffic of the country, as moves the great river of our simile, along the lines of the least resistance? Such an impulse, properly directed, would do more than aught else toward reducing the volume of claims by eliminating their principal causes.

And if shippers were equally in earnest to assist the carriers in their work, would not more perfect conditions the sooner obtain? We think so—as the spirit of progress would inspire both sides to the greater advantage of the shipper.

#### THE NATIONAL ASSOCIATION.

The annual convention of the Grain Dealers' National Association will be held at St. Louis on October 15, 16 and 17, with headquarters at the Southern Hotel. Aside from this bare announcement, we have at this writing no other information of the proposed program, except that it is hoped and expected that there will be one or more gentlemen of national reputation to address the convention, as was the case at Cincinnati a year ago, when Senator Foraker and Chairman Knapp made addresses.

However, there are matters of sufficient importance that require the attention of the grain trade represented in national convention to make up a program that should bring out a large attendance.

The Association having returned to the former policy of holding its conventions in the fall, after the harvest is completed, there may be also, as in former years, an exhibition of samples of the year's grain crops, arranged by grades under the direction of the Chief Inspectors' National Association. This exhibition of samples was in former years one of the most interesting and practically valuable features of the annual convention, and will always prove an attraction to the delegates and visitors.

This is all very indefinite, of course; but no detailed advance announcement ought to be required to make grain dealers feel that attendance on the national convention is as much a matter of good business habits as taking the monthly or quarterly balance of the books.

St. Louis as a city is perhaps the most interesting one in the Mississippi Valley north of New Orleans, as it is the greatest; and the Merchants' Exchange well may be depended upon to maintain the city's reputation for generous hospitality.

#### GRAIN DOORS AND COOPERING.

It may bear repeating in these columns, what was said here some months ago, to wit, that under the ruling of the Commerce Commission no allowance can be made by railroads to grain shippers for grain doors furnished or the coopering of cars unless the published tariff expressly so provides. Yet neglect in respect to furnishing grain doors by certain roads has become so notorious that in Kansas the association there had to appeal to the attorney-general for relief, and coopering is everywhere expected of the shipper as a matter of course.

The roads, however, probably unanimously agree now that they are bound to furnish doors or the lumber therefor; even those complained of in Kansas say it is their intention to furnish grain doors at all stations where grain is loaded, although none, so far as we know, except the Burlington, will pay for doors furnished by shippers when none is furnished by the road.

But the coopering is different. Some roads, like the Burlington, publish (G. F. D. No. 3419B) an allowance for coopering and lining, when necessary, of actual cost thereof, not exceeding 80 cents per car; the Burlington even publishes an allowance not to exceed \$1.20 per car for grain doors and coopering when necessary; and the Illinois Central is considering this matter in the revision of its tariff. But otherwise coopering is an expense of the shipper. If other roads pay for it, shippers may ascertain the fact by consulting the published tariffs found exposed at their railway stations.

Whether the allowance is or is not made, however, coopering and especially lining with paper made for the purpose or with cheesecloth or burlaps, are necessary parts of every careful shipper's precaution to avoid loss by leakage in transit.

#### THE UNIFORM BILL.

It is daily becoming more and more apparent that the Commerce Commission's promulgation of a tentative uniform bill of lading has been a mistake that has added unfortunate complications to a situation which otherwise might have sooner been made more tolerable. In the West the carriers, one after another, voluntarily, or on the protest of the grain associations, are abandoning as untenable their position that they are entitled to a deduction from the face of claims for "natural shrinkage," being unable, in fact, to demonstrate that there is any "natural shrinkage;" why then should the Commerce Commission, which has seen fit to project itself into the past to resurrect a dead issue, expect grain men to follow them into the tomb of "natural shrinkage?"

Again, when a great railway system, like the Rock Island, is able to declare in practice that a "clean bill of lading" is the natural right of shippers and its use not an unreasonable burden upon the shipper, it is absurd for the Commerce Commission to attempt to project a uniform bill that contemplates anything less.

Indeed, the objections to the bill of the Commission, as formulated by the Philadelphia Commercial Exchange, are so formidable that the "acceptance" of the bill by certain roads marks a distinct step backward instead of forward. As, further, it is a question whether this bill of lading, framed and adopted as this has been without direct legal authority, will, even when signed by the shipper as required, affect his common law or statutory rights or the liability of the carrier, it would be more economical for both parties to wholly abandon it and appeal to Congress for definite legislation; because it is certain that the past conflict and contention will not end with the adoption of this particular form of bill of lading.



ing. Definite legislation is desired also for the further reason that state laws differ radically in regard to liability for loss by delays and ordinary loss and damage. The Commissioners of Uniform State Laws have been engaged upon a measure to be adopted by state legislatures for bringing about harmony on the subject in state legislation; but the proverbial inertia of legislatures is so great a stumbling block in the way of reform of our purely commercial laws that it would be more expeditious and desirable to bring about uniformity in the laws of states and harmony between them by enacting national laws whenever possible as a substitute for uniform state laws.

#### CONFIRMATION BLANK.

The National Association's model for a confirmation blank is printed on page 132. It is the sum total of much thought and, at least to the inexpert on such matters, seems admirably suited for the purpose intended.

A reference to the arbitration awards reported in this issue, as well as to others reported in these columns from time to time in the past, will sustain the assertion, we believe, that 90 per cent at least of the disagreements between parties to a trade in grain grows out of indefiniteness of the contract. This is necessarily so, owing to the manner in which so much trading must be done—by 'phone or telegraph—and to the manner in which written confirmations are made.

If the confirmation documents used were uniform throughout the country, the possibility of overlooking the errors now so often made in letter confirmations would be greatly lessened, because the filling out of a stated form is far less likely to involve error than to write out entirely a new contract for every trade made. The more mechanical these final matters of mere detail can be made the less likely are they to become subject to error and misunderstanding.

#### THE HAY CROP.

Every once in a while the American press discovers what an English quarterly-reviewer discovered nearly half a century ago—that the hay crop is one of the greatest items of the annual income of the nation. Compare the farm value of hay with that of six leading crops for 1907, as reported by the Bureau of Statistics:

Corn .....	\$1,336,901,000
Wheat .....	554,437,000
Oats .....	334,568,000
Rye .....	23,068,000
Barley .....	102,290,000
Cotton (for 1906).....	721,647,237
Hay .....	743,507,000

Only corn exceeds in value the annual crop of hay. Every state in the Union is a producer to some extent, and twelve states in 1907 had yields exceeded a million tons, New York with 4,717,000 tons, Iowa with 3,500,000 and Pennsylvania with 3,150,000 tons leading the procession, with Missouri, Ohio, Illinois and Michigan following in the order named.

Of course, a very large proportion of this vast production of 63,677,000 tons of hay in 1907 was consumed on the farms; there are millions of farm animals to be fed there; but

millions of tons pass annually into the channels of trade and commerce, making tonnage for the railways and occupying the thought, time and labor of thousands of men to handle it on its way to delivery to the ultimate consumer.

Hay, therefore, plays a most important part in the welfare and financial prosperity of the nation; but it is rarely heard of by those of the general public who daily follow on the exchanges the fluctuations of prices of grain, provisions and cotton and occasionally take a flyer to back their private belief in the way the market will switch. "There may be contracts for its future delivery and ways of hedging against fluctuations of price, but these," says the New York Journal of Commerce, "are privately and quietly managed and are not denounced as gambling," because people complain only of what they see—what they don't see or don't know "doesn't hurt them any."

#### NO INCREASE OF COMMISSIONS.

By a vote of 212 ayes and 409 noes, the Chicago Board of Trade on September 8 defeated a petition to change the commission rule so as to make the minimum commission charge to members the same as to non-members. There are a good many shippers, members of the Board, who bought their memberships in order to get the advantage of the reduced commissions paid by members to each other for handling cash grain as well as deals in futures; and to large shippers the capital invested in memberships probably pays a fair rate of interest because of the said reduction. It is true that handling a car of 1,500 bushels of oats for \$3.75, a car of 1,000 bushels of corn for \$2.50, or a car of 800 bushels of wheat for \$4, does not give promise of a "bird and a bottle" *ad libitum*; but the proposition in the petition, to double the minimum charge to members doing a cash business, without doubling it on "futures" business also, was hardly a square deal.

The attitude of those opposed to the rule was strongly put in a circular by the Pope & Eckhardt Co., who said, among other things, they believed its adoption would—

provoke an angry and bitter feeling toward the Board throughout the entire West. The time is coming when the Board may need the friendly help of its scattered Western members in resisting Congressional legislation against the Board's established methods of trading in futures. These Western members bought their memberships in good faith, because of the advantages the present rule offered them. Can the Board afford now to change the rule and leave these men saddled with memberships, minus every advantage?

The business of non-resident members in cash grain is not forced upon anyone. If some members have found it "not sufficiently remunerative," they need not solicit or handle it. It is very easy to avoid it. We admit the compensation is small, perhaps inadequate; but we would rather continue to handle so much of it as may come to us (and we handle a lot of it), rather than subject the Board to the charge of being unfair, unjust and unfaithful, and to the creation of a bitter and vindictive feeling against the organization, such as the contemplated amendment would be sure to cause.

This position the Board sustained. And wisely so, we believe; for with performances like Brown & Co.'s on the New York Stock Exchange recently, and the scandals of the last attempt to corner cotton, compelling the

New York Cotton Exchange, as well as the Stock Exchange, to appoint committees to investigate their methods of doing business, especially in futures in cotton, it would be an ill-timed movement at Chicago to antagonize its members who furnish any part of the cash business which is the real mainstay of the Board's business by arbitrarily doubling the commission charge to them. As a New York financial paper said of the scandals referred to in that market: "Public interference [with the function of the commercial exchanges] is to be deprecated, but the only way to avoid it is to make it unnecessary," and to keep their friends heartily in unison for their defense.

#### CATERING TO MARKETS.

H. H. Haines, secretary of the Galveston Chamber of Commerce, in the department of "Communicated" makes a suggestion worthy of a careful reading. There is, he says, a great deal of corn sold via Galveston and Gulf ports to Mexico and West Indies, but it is straight yellow or straight white, the former to the Indies and the white corn and meal to Mexico.

Will it pay to make the separations? That is a question each dealer must answer for himself; but with direct access to markets calling for particular colors of corn, the dealer who consigns his stuff ought to make it profitable to keep his colors separate when buying in order to get the premiums always offered for pure colors.

This is saying nothing of urging farmers to grow pure colors, as Mr. Haines also suggests the dealers should do.

#### EAR CORN ELEVATOR HAZARD.

The fire hazard involved in handling ear corn through the elevator is strikingly presented by "J. J. F." on pages 121 and 122. The practice is so common, and, indeed, so necessary, that the dangers of handling ear corn are as commonly overlooked or unappreciated; and our contributor has done excellent service both in pointing out where the dangers lie and in suggesting a remedy. In the same connection we reprint an article describing a model cob room as recommended by the mutual fire insurance companies. If both articles are studied as parts of one general theme, we believe elevator owners who desire to embody in their plants every element of safety will find here ample directions to enable them to build or remodel so as to avoid that danger completely.

#### THE CANAL A SCOOPER.

The Hennepin Canal seems to be doing some business this season in grain; but there will be little encouragement for regular dealers to use it, if the chief carrier on the canal "queers" their business by doing a scoop-shovel business of its own. For the use of a floating elevator to handle grain directly from the farmers, who may go to the canal anywhere and have their grain unloaded into a boat, will not conduce to the building of permanent houses.



## EDITORIAL MENTION

Take a look at the leaky car record at St. Louis, for instance, in July—are you one of the “guilty?”

Try to buy grain as nearly on its merits as you can; at least don't pay more for grain than it is worth.

Remember that your presence will be needed in St. Louis on October 15 to 17, and no thin excuses “go.”

Talk to your patrons of the economy of good corn cribs and of properly curing corn before shelling and shipping.

Lightning continues to destroy its large proportion of grain elevators; and, what is more, it will continue to do so until houses are properly rodded for their protection.

New York and Oklahoma—the “Effete East” and the “Wild and Woolly”—are at one for once; the bucket-shop has been banished by law from both states.

There are idle cars “to burn” this fall; but the good ones will be just as hard to get as ever, and leaks will be just as plenty and more costly than ever if you neglect coopering and lining.

The “Alaska” wheat still continues to attract the attention of the newspaper man hunting for a new sensation; but the wheat itself, at a “show down,” doesn't seem to be “any great shakes.”

Perhaps if the 200 Erie canal boats “waiting to load” grain at Buffalo at September 7 would come down a bit on the rates their loading would be expedited somewhat. Their rates are as high as the railroads’.

“Velvet Chaff” has been rightfully classified in Minnesota. Only those who look to to-day's profit only can find fault with this differentiation of a wheat that is essentially defective and whose culture should be discouraged.

The Cincinnati Chamber of Commerce is getting in line on the weighing business, the cost of which is higher than grain shippers think it should be and not altogether satisfactory. A new deal may be expected if the present agitation amounts to anything.

The Missouri River terminals are still wrangling over the allowances, and have succeeded, it seems, in having postponed to December 1 the discontinuance of these payments. But at that date they should cease. The efforts of the Commerce Commission and the law makers to equalize business conditions in markets essentially unequal in natural advantages of location is a pretty difficult task at least, and that effort cannot be made less

burdensome to them or to the public by permitting the carriers to “butt in” with what are essentially “special privileges” designed to force business to themselves.

There is sound wisdom in this remark on August 26 of the Pope & Eckhart Co.: “Sales were made here to-day of corn for September, 1909—more than a year distant. It is this sort of rank folly that prejudices Congress, befogs juries and makes applicable to the men who engage in it the words of old Billy S.: ‘Write me down an ass!’”

So they do it with clover seed at \$5 a bushel as well as corn at 75 cents? It seems so; for King & Co., Toledo, the other day said: “A Michigan dealer writes us some seed dealers in his section are paying five dollars for everything, regardless of quality—they merely shut their eyes and go it blind.” And clover making new low records, too!

“Dealers should request the farmers to seed only white oats,” say King & Co. “Some of the Ohio white oats arriving at Toledo contain 3 to 5 per cent of mixed oats. If they seed them they are liable to have mixed oats next year. Help them to secure the best and make them happy next year. They will appreciate it and kick if you don't.”

It is to the credit of the American grain carriers that one is able to note the fact that, while fifty years ago this summer, when wheat in Chicago was around 53 cents, the freight to New York via lake and canal was 33 cents, the same service is now rendered for about 11¾ cents. So that practically the major part of the difference in prices between the West and the East now goes to the producers.

Some new elements are introduced in the Canadian system for this crop which may modify “the custom of the country” for the future. One clause of the new act grants shippers the right to bill cars through to Ft. William with hold privileges at Winnipeg, where it may be sold by sample if it misses grade there; while another clause practically prohibits mixing and narrows up the storage room as well by providing that grain may be special binned and its identity guaranteed after inspection; all of which, as the old saying is, “is fun for the boys”; but how about “the frogs”?

A correspondent of the Orange Judd Farmer writes: “It might be well to ask if we have made the same effort to increase the yield of oats that we have made with the corn crop; if not, why not?” It need not be replied that as a rule the effort to increase and improve the yield and quality of oats has not been as great as that to benefit the corn grower. In Iowa only, if we remember rightly, has any systematic work been done for oats, and that only for one or two seasons. The yield in the last two years particularly has been so light and the quality so poor that even at the high prices paid for average quality of oats, some farmers, like the one quoted, declare

that “Oats are not a paying crop any longer.” In the institute work to be done during the coming fall and winter grain men should use their influence to see that more attention is paid to this important cereal and its cultivation.

The elevator head will never be a safe feature of the grain elevator until it is properly erected. The latest word on this subject will be found on another page, and it is well worth your consideration, whether your elevator is now standing or about to be built for you.

Out of 1,776 bad order cars received at St. Louis in August no less than 403 arrived without any car seals and 348 more without windows sealed. At Toledo King & Co. report: “Half of the cars we received yesterday were without seals or sealed on one side only.” Yet here are, say, 800 shippers who would raise a row instantly if told they were really too negligent to be classed as good, or even fair, business men.

The activity of the experiment stations in the promulgation of sound principles of cultivation and in suggesting new crops on old lands is worthy of our admiration; but their success in bringing farmers to the real issue—the business side of farming—would be greatly accelerated if grain and hay dealers would point out to farmers how the money value of their crops could be increased by catering to market demands instead of to prejudices or old habits and the custom of their fathers.

One of the quickest ways to improve the quality of grain and hay is to improve the buyer—convert the buyer who takes everything offered him in grain or hay as all of one grade, as if there were or could be but one grade or quality. Nothing can be more depressing to the good farmer than this practice, which is almost universal, simply because it is the easiest way to get along without friction with certain farmers, and because many men think a profit per bushel or ton can be made in every event.

The latest volume issued by the British Board of Agriculture and Fisheries contains an estimate that Britain's expenditure for imported food for 1907 was over £172,000,000, while for imported wool and agricultural produce, such as hay, etc., she spent well over £200,000,000 (\$1,000,000,000). So much for America's best customer. But the book shows the still more interesting fact that while in the seven years 1859-65 Britain imported on an average 126 pounds of wheat and flour per head of the population each year, in 1907 that amount was nearly doubled. Still more; it shows that while, during the same seven years, 1859-65, the total expenditure per head of population on foreign food averaged £1 2s. 2d. (\$5.38) a year, during the last seven years it averaged £3 4s. 11d. (\$15.77), nearly treble the amount, the foods included being wheat, meat, butter, cheese, eggs, fruit and vegetables.



Evidently, with these figures before them, it will be difficult for the British tariff "reformers" (Protectionists) to plead the poverty of workingmen who are manifestly able to spend more on their living now than they ever were before.

The statement, somewhat industriously circulated, that the Agricultural Department will start a "denatured alcohol still" upon the round of the agricultural fairs is an error. A still will be set up at the Omaha National Corn Exposition in December, for educational purposes, but only at Omaha. The truth is, as a domestic industry denatured alcohol is a distinct disappointment, the industry being comparatively a small one at best and now under the control of a company subsidiary to the "Whisky Trust." What is needed in this country to make the industry the great one it is in Europe, Germany more particularly, is education along the lines of consumption and not of production.

The decision of the Trunk Lines not to reduce ex-lake rates from Buffalo to seaboard will throw the export grain traffic of the Northwest and West to Montreal for at least the remainder of this season. After that experience will determine whether or no the present Montreal rates are abnormal, as the Trunk Lines say they are. So far as elevator charges are concerned, the Montreal Harbor Commissioners and the Grand Trunk, at its new house now building on Windmill Point, show no disposition to get into line to enable Buffalo to resume business on the old basis; and until at least the Erie barge canal is completed and new boats are built for the traffic, there can be at this moment no sign of relief to Buffalo, Boston or New York from the Trunk Line policy of throwing the business over to the other side. However, Western shippers, thus forced to use the Montreal route, are not suffering under the circumstances, whatever may be their feeling of patriotism.

St. Louis is again trying to revive business with New Orleans via the Mississippi River, especially in grain and other bulky commodities. This attempt has been made so frequently in recent years that it must be a disheartening task to present promoters of the waterway revival. "There is no reason why grain should not go from St. Louis to New Orleans by barge," as has so often been declared—at least no reason apparent to the disinterested spectator, except that it doesn't, although the promoters of barge lines say the cost of transportation by that route ought not to exceed 5 cents a bushel. But, perhaps, some other reasons than the one of the freight rate only conspire to send grain to the consumer across the Mississippi rather than down or parallel with its course. For one thing, the bulk of the grain that finds its way to New Orleans must be exported; and St. Louis can hardly expect to do so much of that business as to revolutionize the currents of the grain movement in this country. Not that one

would discourage the St. Louis movement to rehabilitate the river trade—one can but wish it the greatest possible success.

John Dennis of Baltimore sounded a truly optimistic note at Minneapolis the other day. Speaking of the Trunk Lines' attitude toward the export grain trade, he said: "However, problems are continually bobbing up to confront and confuse the American grain exporter. I have been on the verge of retiring from business several times, but the problem always worked out satisfactorily in the end, and I suppose this one will. One point which the railroads made is of some consideration and that is whenever they have lowered a rate to meet a particular contingency they have found it next to impossible to restore that rate, and this has something to do with their present attitude on the Buffalo to New York grain rate."

The state of Washington has a law which authorizes the state Railroad Commission to appear as complainant for a shipper before the Commerce Commission in cases where the rates are complained of. The immediate effect of the law is to enable small shippers to obtain a hearing without expense, or at least with nominal expense only, to themselves, in cases where the amount involved would not warrant the shipper himself in following up the offense against himself. As one of the Washington Commissioners put it, "It seems to be the practice of the railroads to adopt the picayune method of making little overcharges, thinking perhaps that the persons injured will not attempt to right the wrong;" but this law will probably put a stop to the practice, if indeed it does not swamp the state Commissioners with a multiplicity of complaints.

The failure of A. O. Brown & Co. of the New York Stock Exchange, coming so soon after the failures there of McIntyre & Co. and Coster & Knapp, which were in both instances accompanied by more or less scandal, has revived public criticism of the public stock exchanges and the possibilities of stock gambling there to the obliteration of the legitimate functions of the exchange. It is not impossible, therefore, that next winter will again see at both Albany and Washington, if at no other capitals, bills for the "regulation" of these institutions as well as of the public grain exchanges. It is certain that the methods of the New York Stock Exchange brokers will be the subject of objectionable bills based on the scandals of the McIntyre and Coster failures, and the danger is that the "reform" legislation, which always extends its demands beyond a rational or safe limit, will attack privileges and customs that are essential to the preservation of the legitimate and necessary functions of the exchanges which are entirely apart from the irregularities with other people's properties practiced by McIntyre and the shameless manipulation of the market that characterized the last days of Brown & Co. No such methods of doing business are permitted abroad; and if the Stock Exchange

would escape the strict regulation suffered by continental bourses it must regulate its own members to prevent a repetition of like abuses. However, any straining of parallels to point a moral out of these irregularities to warrant legislative control of the grain exchanges would be misplaced. There is speculation enough on the grain exchanges; but it is many years since any loser in a grain trade has been able to point to individual dishonesty of members of those exchanges or to scandalous violations of their rules in a way to victimize the operator. That is the last charge any enemy of a grain exchange can lodge against it or the system it represents.

While Minnesota, thanks to a wise Supreme Court, was able to escape the task of operating a "public elevator" on socialistic lines, the state of North Dakota—now in the throes of a craze for "co-operation," or incipient state grain trust, or combination of farmers' stock companies organized for profit—seems destined to be the heir to Minnesota's spent folly. Under the influence of M. O. Hall of Mohall, now secretary of the North Dakota Warehouse Commission, that body purposes to ask for authority to buy the elevator site at Duluth which Minnesota's Commission was not permitted to utilize to build and operate an elevator thereon. Socialism is now one of the threatening dangers of individual liberty; and it is not far-fetched to predict that should Mr. Hall succeed in forcing North Dakota into the grain elevator business, it will not be long before he will find it necessary to ask for state allowances to pay running expenses or for authority to compel all farmers to patronize the state elevator *nolens volens*.

In a recent decision the New Jersey Court of Errors and Appeals lays down a principle of the law relating to taxation that may have its effect not only on the railway practice of storing coal at convenient places but on the somewhat puzzling question of the taxation of grain in transit. It appears the Lehigh & Wilkesbarre Coal Co. had deposited at Junction, N. J., about 100,000 tons of coal, upon which the local assessors made an assessment and upon which the local authorities levied a tax for local purposes. This the company held was not warranted, being an addition to the tax paid on the Pennsylvania properties of the company. It was pleaded that the coal was stored in transit, and that the storage was merely an incident in interstate transportation from the mines to tidewater, and that it was not taxable locally. This doctrine the court refused to sanction, holding, on the contrary, that the purpose of the storage plant was more for the control of the output for the convenience and economy of the coal company than to facilitate transportation between states; and the tax of the local board was sustained.

Galveston for the crop year ended August 31 exported 9,899,186 bushels of wheat and 5,323,752 bushels of corn. This is a decrease, compared with 1906-07 of 811,485 bushels of wheat, but a gain of 982,027 bushels of corn.



## TRADE NOTES

C. E. Lloyd, Washington Court House, Ohio, has ordered two Hess Ideal Grain Driers and Coolers, to be installed in time for the ripening crop of corn.

The Clarkfield Roller Mills and Electric Light Co. of Clarkfield, Minn., have placed an order with the Minneapolis Steel and Machinery Co. for an 80-horsepower Muenzel Producer Gas Engine and Suction Gas Producer for running their mill and electric light plant.

The Grain Shippers' Mutual Fire Insurance Association of Ida Grove, Iowa, of which F. D. Babcock is secretary, had ledger assets August 1, 1908, of \$49,936.50. The Association is showing steady growth and is writing a large amount of fire, tornado and lightning insurance on grain elevators.

The Sidney Elevator Manufacturing Co., Sidney, O., have moved into their new factory building, where they have greatly increased facilities. This was made necessary on account of the increased demand for their New Era Passenger Elevators and other labor-saving machines. Several new machines have been added to their line, including dumb waiters of all kinds and an improved wheat and clover seed scourer and cleaner.

Barnard & Leas Manufacturing Co., Moline, Ill., have made arrangements with the Southwestern Engineering and Appraisal Co. of Springfield, Mo., whereby the latter company will represent the Moline house in Texas, Missouri, Arkansas and Oklahoma. The members of the Southwestern Engineering and Appraisal Co. are H. P. Roberts, L. D. Rosenbauer and W. S. Brashear, all of whom are familiar with the requirements of the grain and milling trades.

The September issue of "Graphite" shows a halftone of the German American Fire Insurance Co.'s building at Maiden Lane and Liberty street, New York City. This structure is of the flat-iron type and all the structural steel used in it was given a coat of Dixon's Silica Graphite Paint. This is the paint which is recommended for elevator painting and requests for information about it should be addressed to Paint Department, Joseph Dixon Crucible Co., Jersey City, N. J.

The Rockford Gas and Gasoline Engines are illustrated and described in Catalogue No. 13, issued by the Rockford Engine Works, Rockford, Ill. The line comprises stationaries, portables, semi-portables, etc., and the company is specially soliciting the trade of elevator owners, as it has an engine that gives excellent results in elevator work. The company also handles a line of friction clutch and plain pulleys, spark plugs and gas and gasoline engine supplies of every description.

The Foos Gas Engine Company, Springfield, Ohio, have issued an illustrated circular showing Foos Hoisting Engines, which is a new type they have recently added to their line of horizontal and vertical engines. The Foos Hoists are made in several combinations, and the general description in the circular covers the regular mine hoist, in sizes from 15 horsepower up. These will be furnished for operation on gasoline, various grades of distillate, kerosene, alcohol, etc., any natural or artificial gas, and with gas producer complete. Interested parties are invited to write the company for full particulars.

The Hess Warming and Ventilating Co., in its advertisement in this issue, calls attention to its cold air conditioners for cooling and saving heating and damp grain. Cold air is useful for temporarily arresting fermentation in grain, but it has its limitations, and it must not be understood that these conditioners are offered as grain driers, for, as the Hess people point out, cold air dries grain too slowly to entitle them to the name of driers. Hot air is essential in the commercial drying of grain, and the moisture cannot be rapidly dispelled with-

out it. The Hess Grain Driers, with steam coils, are especially intended for grain drying operations.

Readers who have not already done so should write the Stephens-Adamson Manufacturing Co., Aurora, Ill., and ask to be put on the company's mailing list for "Conveying and Transmission." This is a monthly publication issued by the company and each issue contains much valuable information on the subject of machines and equipment for handling material. The August issue is particularly valuable since it contains tables of weights and measures and other information of a similar nature.

The illustrations on pages 68 and 69 of our August issue showing the ruins of Armour Elevators E and F at Chicago, which burned on August 2, gave an idea of the quantity of salvage grain to be handled and of the difficulties of saving this grain in marketable condition. The salvage amounted to 600,000 bushels of grain and was purchased by the Chicago House Wrecking Co. Acting on the advice of a practical man, this company installed a number of the portable grain elevator outfits made by the Marseilles Manufacturing Co. of Marseilles, Ill., to move the grain and load it into cars. Four of the outfits were installed at the start and others were put up as soon as places could be found for them around the enormous pile of grain. Each outfit has a possible handling capacity of 6,000 to 8,000 bushels per day. This is not the first time that the Marseilles Portable Elevator has been used for work of this kind, as five of these outfits were employed at the ruins of the Santa Fe Elevator, Chicago, which burned in September, 1905. These five outfits handled the 850,000 bushels of salvage grain, loading it into cars at the rate of about 40,000 bushels per day. The practicability of the Marseilles portable grain handling outfits for automatically unloading farmers' wagons and elevating or delivering the contents to cribs, granaries or railroad cars should arrest the attention of grain dealers generally, and those who have not done so will do well to write for the Marseilles Manufacturing Co.'s catalogue.

### DAMAGES RECOVERABLE FOR DISCRIMINATION IN FURNISHING OF CARS.

The Supreme Court of Ohio holds (Toledo & Ohio Central Railway Co. vs. Wren, 84 Northeastern Reporter, 785) that it is the duty of a railroad company, both under the common law and by statute, in that state, to extend to all persons, without favoritism or discrimination, equal opportunities and facilities for receiving and shipping freights of all kinds of the same class.

In an action against a railroad company by a person engaged in the handling and shipping of hay, grain and straw to recover damages for alleged discrimination against him by the company's giving to other shippers handling and shipping the same kind of freight special or unequal preferences in the distribution and delivery of cars, the plaintiff is only entitled to recover as damages such sum as will compensate him for the loss or injury actually sustained as the result of such discrimination, except that in any such action, if discrimination be proved, the recovery, under the Ohio statute, shall not be less than \$500.

In such action, where there is no allegation of special damages, the measure of damages to which the plaintiff is entitled is the difference between the market value of the hay and straw that would have been transported in the cars the plaintiff should have received at the point to which they were to have been carried at the time when they would have reached their destination and the market value of said hay and straw at the same time at the place from which they were to have been carried, less the cost of transportation between the two points.

## THE EXCHANGES

A recent sale of a Chicago Board of Trade membership was reported at \$2,600 net to the buyer.

The first trade in corn for September, 1909, delivery on the Chicago Board of Trade was made August 26 at 64 $\frac{1}{4}$  cents. At the same time May was 64 $\frac{5}{8}$  cents.

The new trading room of the Duluth Board of Trade was opened for business on August 24. It is on the eighth floor of the Board of Trade Building and is equipped with every convenience.

The fiftieth annual report of the trade and commerce of Milwaukee has been compiled by William J. Langson, secretary of the Chamber of Commerce, and makes a book of 101 pages. It covers the calendar year ending December 31, 1907, and the fiscal year of the Chamber of Commerce ending April 1, 1908.

The following proposed amendment to paragraph E, section 5 of rule XIV, has been posted for ballot by the directors of the Chicago Board of Trade: "Provided, however, that the minimum commission charge to both members and non-members on all carloads of wheat, rye, barley and ear corn shall be \$7.50 per car, and on corn and oats the minimum shall be \$5 per car."

On August 25 the Nashville Grain Exchange appointed a committee of five to investigate certain charges brought against the Exchange by certain grain dealers in Georgia and report back to the Exchange at a special meeting. The committee is composed of Messrs. E. M. Kelly, J. B. McLeMore, John Shofner, John Bell and F. E. Gillette. It is stated that grain dealers in certain other cities are protesting to the Interstate Commerce Commission that Nashville is being favored in the matter of reshipping privileges.

Baltimore grain men are discussing the advisability of forming an organization of receivers of grain similar to the one now existing among the feed jobbers. The question of the receivers forming an organization is a very important one to the members of the Baltimore Chamber of Commerce, and the project is receiving much consideration. It is pointed out that by such a move many of the misunderstandings which from time to time occur between the receiver and jobber could be quickly and satisfactorily adjusted. It was proposed that should the receivers' organization be formed committees representing it, as well as the jobbers' association, could be appointed to take up and adjust all complaints.

### PITTSBURG EXCHANGE TO THE FRONT.

Pittsburg will celebrate its sesqui-centennial during the week of September 27, and on October 1 a grand parade will take place, in which a number of handsome floats will be features. The Pittsburg Grain and Flour Exchange will take part in the pageant and will be represented by three artistic floats.

The first will be on the subject of corn. King Corn will be seen seated on a throne composed of ears of corn, and at the extreme front will be an Indian woman grinding corn in a stone mortar, illustrating the first method of grinding corn. The entire float is to be decorated in accordance with the idea suggested. The second float will be entitled "Hay." At the rear end will be a stack of hay, the balance to represent a field with grain and flowers, the whole to be surrounded by an old rail fence. There will be a farmer and a bundle of baled hay to complete the picture. The third float is to be entitled "Wheat." It will consist of a tableau of Ruth and Boaz, typifying the first records of harvesting. At the extreme end of the float will be an old-fashioned water wheel, while the finished product will be represented by bags of flour. The entire float will be decorated with mammoth heads of wheat, field daisies, etc.

The following men will be among the buyers for the National Elevator Co. this fall: M. Primus, Melrose, Minn.; L. C. Strauss, Deep, N. D.; J. T. Larson, Evansville, Minn.; B. L. Hogle, Towner, N. D.

In connection with the erection of the new grain elevator at Windmill Point, in Montreal harbor, the Grand Trunk Railway Company has submitted the following rates of charges, which have been approved by the Harbor Commissioners of Montreal: On grain ex steamer, for elevating and weighing, one-fourth cent per bushel; for twenty days' storage, including delivery to vessel, one-fourth cent per bushel. On export grain ex cars, the charge for elevation, ten days' storage and delivery to ocean steamer is nine-tenths of one cent. Grain stored during the winter months is subject to a charge of one-fourth cent per bushel for each succeeding ten days after May 15.



AN INDIAN GRAIN STORAGE TANK.

When primitive man learned to cultivate the ground and produce cereal grains for food, very likely he next sought some way of protecting the grain from the weather, insects and rodents. At any rate, we read of granaries in Egypt about as early as we read of grain in western Asia.

Some of the devices used for the storage of grain by ancient races approach pretty nearly the modern idea of grain tanks. This was so of the means in vogue among the Mayas in Yucatan, which was an underground tank. The granaries employed by Joseph in Egypt were above ground and something like huge bottles. The accompanying picture is in part a fancy sketch, to which we



STORAGE TANK AT BANKAPOOR, INDIA.

are indebted to a publication of the Van Dusen-Harrington Company, and represents a grain storage tank at Bankapoor, India. Unlike the Egyptian granaries, which were constructed of unbaked brick, this Indian storehouse was built of masonry. The elevating facilities employed are likely to excite the ridicule or pity of the reader. The young lady in the foreground is evidently trying to foresee the price of May wheat.

Oats specialists who had crop experts out investigating yields from thrashers in Northern Iowa had reports that the average is not over twenty bushels. They claim that this is a confirmation of their belief that the oats crop will be as much of a disappointment in yields as it was last year, although the quality is a trifle better.—Record-Herald.

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Sept. 12, 1908, as compared with same weeks last year, have been as follows:

Articles.	For Week Ending Sept. 12, Sept. 14.		For Week Ending Sept. 5, Sept. 7	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	2,053,000	2,981,000	2,624,000	2,688,000
Corn, bushels.....	27,000	640,000	61,000	656,000
Oats, bushels.....	26,000	106,000	37,000	225,000
Rye, bushels.....	52,000	.....	61,000	108,000
Barley, bushels.....	10,000	98,000	53,000	8,000
Flour, bbls.....	193,200	253,000	233,300	185,000

RECEIPTS AND SHIPMENTS.

Following the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of August, 1908:

**BALTIMORE**—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	2,775,675	1,708,905	2,943,255	1,027,051
Corn, bushels.....	184,678	415,779	23,035	786,906
Oats, bushels.....	463,895	266,941	120	1,240
Barley, bushels.....	.....	.....	.....	.....
Malt, lbs.....	.....	.....	.....	.....
Rye, bushels.....	24,275	10,242	.....	.....
Timothy Seed, lbs.....	5,152	2,448	.....	.....
Clover Seed, lbs.....	2,431	600	.....	.....
Hay, tons.....	4,501	3,588	1,796	874
Straw, tons.....	.....	.....	.....	.....
Flour, bbls.....	193,743	265,971	74,451	104,078
Mill feed, tons.....	.....	.....	.....	.....

**BOSTON**—Reported by Daniel D. Morris, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Flour, bbls.....	150,390	166,253	44,863	70,076
Wheat, bushels.....	487,319	1,861,426	566,676	1,553,629
Corn, bushels.....	50,656	323,058	.....	262,302
Oats, bushels.....	375,609	287,703	12,650	1,800
Rye, bushels.....	2,800	900	17,966	.....
Barley, bushels.....	2,092	4,238	.....	.....
Flax Seed, bushels.....	.....	.....	.....	.....
Peas, bushels.....	900	1,031	.....	.....
Mill Feed, tons.....	1,084	2,571	72	51
Cornmeal, bbls.....	3,890	2,608	1,193	1,138
Oatmeal, bbls.....	7,600	7,453	7,209	9,845
Oatmeal, sacks.....	2,350	13,329	92	16,833
Hay, tons.....	10,110	5,240	17	65

**BUFFALO**—Reported by Walter J. Shepard, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	3,012,815	5,264,918	.....	.....
Corn, bushels.....	2,308,527	2,435,986	.....	.....
Oats, bushels.....	415,722	1,005,010	.....	.....
Barley, bushels.....	316,000	332,627	.....	.....
Rye, bushels.....	65,458	128,000	.....	.....
Timothy Seed, lbs.....	.....	.....	.....	.....
Clover Seed, lbs.....	33,036	33,000	.....	.....
Flax Seed, bushels.....	486,097	1,310,885	.....	.....
Broom Corn, lbs.....	.....	.....	.....	.....
Hay, tons.....	.....	.....	.....	.....
Flour, bbls.....	805,853	1,160,264	.....	.....

Receipts were by lake. Shipments were by canal.

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	5,552,955	7,078,950	5,090,279	2,195,999
Corn, bushels.....	6,599,379	5,631,622	5,560,114	6,281,664
Oats, bushels.....	8,400,613	8,692,051	5,965,541	4,328,011
Barley, bushels.....	835,900	378,550	319,373	103,694
Rye, bushels.....	149,095	147,671	73,243	36,798
Timothy Seed, lbs.....	4,168,435	470,946	1,893,761	443,780
Clover Seed, lbs.....	24,910	34,533	120,632	126,590
Other Grass Seed, lbs.....	657,736	221,734	699,202	4,588,472
Flax Seed, bushels.....	56,400	58,500	714	.....
Broom Corn, lbs.....	799,802	588,502	600,227	628,994
Hay, tons.....	22,704	15,610	794	1,109
Flour, bbls.....	714,800	623,924	812,798	752,661

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	564,566	421,404	537,334	289,374
Corn, bushels.....	625,880	702,972	382,314	406,752
Oats, bushels.....	716,918	546,350	398,480	190,140
Barley, bushels.....	5,250	5,050	.....	50
Malt, bushels.....	112,624	139,166	54,300	76,610
Rye, bushels.....	39,114	47,372	20,284	7,470
Timothy Seed, lbs.....	1,279	364	894	550
Clover Seed, lbs.....	2,129	16	581	322
Other Grass Seed, lbs.....	19,817	13,374	8,461	6,127
Hay, tons.....	11,360	6,053	8,469	3,021
Flour, bbls.....	98,744	85,629	84,250	47,117

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	258,470	294,753	4,420	18,908
Corn, bushels.....	199,387	299,058	90,225	144,965
Oats, bushels.....	498,766	340,608	124,847	6,298
Barley, bushels.....	.....	.....	.....	.....
Rye, bushels.....	184,564	46,471	974	5,242
Flour, bbls.....	24,800	19,400	9,600	9,200

**GALVESTON**—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	.....	.....	1,965,440	213,038
Corn, bushels.....	.....	.....	.....	120,837
Oats, bushels.....	.....	.....	.....	.....
Barley, bushels.....	.....	.....	.....	.....

**KANSAS CITY**—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	7,538,900	7,205,000	5,197,500	4,181,000
Corn, bushels.....	792,000	1,633,000	586,300	1,400,000
Oats, bushels.....	594,000	1,198,500	162,000	606,000
Barley, bushels.....	6,600	20,000	.....	.....
Rye, bushels.....	7,350	20,000	6,300	12,000
Flax Seed, bushels.....	31,000	20,800	.....	.....
Bran, lbs.....	3,420	720	11,520	4,425
Hay, tons.....	15,480	14,880	3,120	5,050
Flour, bbls.....	20,250	6,800	266,000	148,000

**MILWAUKEE**—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	1,212,000	700,000	579,164	375,900
Corn, bushels.....	177,000	312,000	148,854	462,148
Oats, bushels.....	1,185,200	724,800	591,690	415,018
Barley, bushels.....	1,299,200	400,800	468,236	107,500
Rye, bushels.....	103,500	51,300	17,500	9,900
Timothy Seed, lbs.....	139,240	.....	337,865	116,295
Clover Seed, lbs.....	330,020	12,500	151,920	.....
Flax Seed, bushels.....	6,300	.....	1,000	.....
Hay, tons.....	1,551	1,251	20	36
Flour, bbls.....	213,350	225,655	273,673	321,774

**MONTREAL**—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	4,819,958	3,110,707	3,302,621	3,286,817
Corn, bushels.....	40,100	91,280	25,972	1,067,114
Oats, bushels.....	182,025	1,496,988	35,733	834,369
Barley, bushels.....	122,682	248,822	184,146	198,989
Rye, bushels.....	93,776	1,200	.....	.....
Flax Seed, bushels.....	64,525	654,596	217,833	465,149
Flour, barrels.....	93,177	142,793	106,942	232,394

**NEW YORK**—Reported by H. Heinzer, statistician of the Produce Exchange.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	2,729,900	.....	2,276,178	.....
Corn, bushels.....	178,456	.....	33,296	.....
Oats, bushels.....	2,674,500	.....	30,235	.....
Barley, bushels.....	73,200	.....	.....	.....
Rye, bushels.....	18,525	.....	25,844	.....
Timothy Seed, lbs.....	.....	.....	1,084	.....
Clover Seed, lbs.....	1,313	.....	400	.....
Other grass seed, lbs.....	.....	.....	.....	.....
Flax seed, bushels.....	94,400	.....	.....	.....
Broom corn, pounds.....	.....	.....	.....	.....
Hay, tons.....	25,449	.....	11,141	.....
Flour, barrels.....	528,734	.....	240,781	.....

**OMAHA**—Reported by Edward J. McVann, secretary of the Omaha Grain Exchange.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bu.....	2,109,600	2,290,800	1,236,000	955,000
Corn, bu.....	1,316,700	1,773,200	870,000	1,550,000
Oats, bu.....	1,083,200	979,200	421,500	753,000
Barley, bu.....	2,000	9,000	.....	1,000
Rye, bu.....	6,000	3,000	4,000	5,000
Flour, bbls.....	.....	.....	.....	.....

**PEORIA**—Reported by John R. Lofgren, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	349,000	353,000	390,000	364,800
Corn, bushels.....	1,383,800	1,147,900	969,800	805,300
Oats, bushels.....	1,025,500	2,012,500	726,000	1,251,000
Barley, bushels.....	31,000	59,000	68,000	26,000
Rye, bushels.....	29,000	27,000	3,000	14,000
Mill Feed, tons.....	1,187	1,730	3,207	3,116
Spirits and Liquors, bbls.....	8,060	10,268	41,839	44,710
Syrups and Glucose, bbls.....	7,100	3,700	5,170	2,510
Seeds, lbs.....	150,000	30,000	50,000	30,000
Broom Corn, lbs.....	15,000	60,000	34,400	90,000
Hay, tons.....	2,020	1,432	190	170
Flour, bbls.....	7,920	56,400	82,950	56,100

**PHILADELPHIA**—Reported by Frank E. Marshall, secretary of the Commercial Exchange.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	1,493,733	2,444,155	1,496,218	1,591,345
Corn, bushels.....	111,940	251,919	.....	358,670
Oats, bushels.....	734,711	351,963	.....	.....
Barley, bushels.....	2,000	.....	.....	.....
Rye, bushels.....	3,200	.....	.....	.....
Timothy Seed, bags.....	.....	575	.....	.....
Clover Seed, bags.....	965	.....	.....	.....
Flax Seed, bushels.....	47,200	114,000	.....	.....
Hay, tons.....	6,611	6,269	.....	.....
Flour, bbls.....	234,866	365,649	109,293	206,082

**ST. LOUIS**—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Wheat, bushels.....	2,769,000	3,929,000	1,422,140	1,583,710
"sacks.....	51,601			
Corn, bushels.....	1,348,600	2,747,800	767,450	1,627,580
"sacks.....	2,148	2,294	10,630	4,265
Oats, bushels.....	2,825,600	3,272,000	1,473,480	1,218,960
"sacks.....	415	623	29,020	7,355
Barley, bushels.....	49,400	5,200	36,620	1,830
"sacks.....				
Rye, bushels.....	34,070	3,000	15,120	24,405
"sacks.....	344	312		
Hay, tons.....	21,911	18,346	8,075	6,755
Flour, bbls.....	275,225	217,765	305,995	260,425



## FIELD SEED SECTION

### FORAGE CROP SEED SELECTION.

A bulletin issued by the Texas Experiment Station gives the following information on the selection of Kafir and Milo: In the selection of seed, every farmer should aim to increase the quality as well as the yield of the crop. This can be done by the selecting for a higher percentage, by weight, of leaves and seed to the amount of stalk. Since the stems of the sorghos have considerable sugar, a large percentage of stalk is not so undesirable as in the kafirs and milo. The most desirable selection is one that will give the maximum yield of combined forage and seed of the best quality. The stems of such a strain must necessarily contain as much sugar as possible and bear as many leaves as the variety will carry. Its head must be well shaped and well filled both at the tip and butt.

Time or rate of planting, or climatic conditions will cause a variation in the rate of growth and, consequently, in the uniformity and yield of the crop. Therefore, in making selections in the field care must be taken to note the relative conditions under which each individual plant grows, so as to choose plants which have had unusually favorable conditions. These selections should be made as soon as the heads are filled and near the center of the field, preferably at least 100 feet from any other variety of sorghum. Care must be taken to remove from the patch before blooming time all other sorts, as the sorghums cross rather freely. The results of the past work have shown that selections thus made will give in three years a perfectly uniform strain. The sorghums have heretofore had little or no selections, and for this reason respond remarkably to careful work along this line.

In selecting Blackhull kafir only medium early plants without branches should be considered, and these must have sweet and juicy stems. These should bear not less than fourteen leaves and rather club-shaped heads entirely free from the boot. The heads should not be too loose or open at the tip and must be well filled at the butt. The type of the head is easily controlled by selection.

In selecting red kafir the same type of plant as for the Blackhulled variety is desired, differing only in that the head should be broad and fairly long, with red seeds, and should not be pointed at the butt or tip. Reference should be given to the form, rather than to the size of the head.

In making milo selections only medium dwarf early plants that have no tendency to put out branches should be considered, and the stems of these should be somewhat juicy and as sweet as possible. The stalk should bear at least twelve leaves and should have, preferably, an erect head well out at the boot or sheath. The head need not necessarily be large, but should be well shaped, rather oblong, and well filled both at the tip and butt. The tip of the head should not be pointed, but rather blunt.

C. A. King & Co. of Toledo say that Indiana and Ohio are the largest producers of clover seed. They generally raise as much as the other states combined. Indiana is now securing a large crop, the greatest in several years. Acreage there is twice as large as last season and the yield a full average. Their largest crop and the greatest ever raised by any state was 1,364,000 bushels in 1903. Other states had small crops that year. All had large crops in 1897, when Indiana had 810,000 bushels; Ohio, 1,032,000; Michigan, 414,000; Illinois, 193,000; Wisconsin, 212,000, and Iowa, 103,000 bushels. Indiana in 1907 had only 105,000 bushels; Ohio the smallest crop it ever had, only 72,000 bushels; Michigan had 183,000 bushels; Illinois, 30,000; Wisconsin, 150,000;

Iowa and Missouri each about 50,000 bushels. The 1906 crop was also very short. Ohio and Indiana together had 390,000 bushels and the seven principal states only 960,000 bushels. Ohio and Illinois now look like the largest crops in several years. Wisconsin and Michigan are later, but promise large crops. Missouri and Iowa may have only average ones. Most of the smaller states send favorable reports.

### A NEW CLOVER SEED SCOURER AND CLEANER.

The Sidney Elevator Manufacturing Company, Sidney, Ohio, is introducing a new machine for cleaning clover seed and wheat. This machine, which is shown in the accompanying illustration, is known as the Perfection Wheat and Clover Seed Scourer and Cleaner. It has a number of striking features that commend it to the attention of the trade.

The machine occupies very little space, standing about 5½ feet high, while the leg base is about 2 feet 2 inches square. It is fed by any ordinary spout leading from any bin, the inlet



PERFECTION SCOURER AND CLEANER.

being 18 inches above the base of the machine. The machine creates its own constant blast of air and all dust may be blown outside of the building.

The capacity is 50 bushels of clover seed per hour or 75 bushels of wheat per hour. The power required is one-half horsepower, the shaft making 500 revolutions per minute. The machine is built very substantially, the base frame being of all iron construction and the scourer of wrought iron. This cleaner is sold at a very reasonable price and will be sent on 30 days' trial to responsible parties.

### FLAX GROWING IN RUSSIA.

Writing from Odessa, United States Consul John H. Grout says that from time immemorial flax has been an important product of agriculture in Russia. From north to south and from east to west its cultivation runs over a wider region than that of almost any other plant. Natural selection has qualified the plant to prosper so far north that it barely finds there the necessary time to season its valuable fiber and to ripen its seed, so that it is often frost-bitten. In such a case a reserve stock of seed from the previous year must always be kept, in order to have material for sowing in the spring. On the other hand, it vies with wheat in the extreme south in the matter of being able to resist the drouth and heat.

In the north and center of Russia the plant is cultivated for the sake of its fiber, which is fine and strong enough to form the finest cambric or the strongest rope, though it is not used for the latter purpose, being considered too expensive. Here the seed is a mere incidental product. In the south the plant is grown solely for its seed, and the fiber is not extracted from the stalk. As the plants here, for the sake of the better development of the seed, are sown much wider apart, they are shorter and have more developed branches.

In such a case the woody portions in the stalks greatly predominate over the fiber, and

the latter is coarse and uneven in addition to being ramified. This is the reason why experiments in the line of exporting the locally unused stalks for the purpose of extraction of the fiber which is running to waste have not been attended with the results expected. However, the linseed obtained in south Russia in favorable years is supposed to be the best of its kind and meets with much favor in the markets. The last few seasons, however, have not resulted in good harvests of linseed and the home demand for this article has increased, so that exports have greatly fallen off.

It may be mentioned that linseed oil, when quite fresh, was formerly used as a food, for which purpose it was prepared on a small scale at the farms where produced. However, it seems to have been supplanted by pumpkin seed and sunflower seed oil, especially the latter, which is in great favor as lanten fare. This is quite natural when we take into consideration the much greater importance of linseed oil for various industrial purposes.

The fiber flax has of late found several successful rivals in exotic fibers. As a result of this, the trade is in a depressed condition, and the cultivation of flax is much less remunerative than was formerly the case. This difficulty is further aggravated by the circumstances attending labor troubles in Russia. It must not, therefore, be a matter of surprise if the 3,000,000 acres under flax cultivation some twenty years ago are now found to have fallen off to 2,800,000 acres.

The extreme rootlets of the plant extend almost as deep into the ground as the plant rises above it. This is particularly so when the flax is in its most congenial soil, a rich loam with a well-drained underground of loose gravel or gray sand. Where these conditions do not exist naturally they must, as far as possible, be created artificially by as deep loosening of the subsoil as possible, and care also must be taken to have the ground as free as possible from weeds.

Flax repays the labor bestowed upon it. Most weeds can with care and energy be eliminated from flax fields, but extremely difficult to combat are the parasites and the fungoid growths which push their mycelia into the flax plant itself and either kill or cripple it. As stated above, flax is sown thinly (about one-half bushel per acre) in the south and east parts of Russia, where it is grown for the seed, or, if both seed and fiber are desired, as in central Russia, about one bushel to the acre is sown. If fiber alone is required, as in parts of west and north Russia, from one and one-half to double that quantity is used per acre. In south Russia a satisfactory return is considered to be about ten bushels to the acre of linseed, and the other parts about six bushels of seed and 400 to 500 pounds of fiber.

It has frequently been pointed out that there would be room for considerable increase of flax cultivation if the whole of the fiber, or even the best class of it, were to be used up in Russia itself and not exported. This wish, however, seems to have but little chance of being realized, as there is a growing demand here for textiles produced from cotton. Another circumstance also militates against extensive flax growing here—the fact that it is justly credited with depleting the ground, so that where flax frequently reoccurs in the rotation of crops, it soon becomes necessary to take vigorous measures and to use strong fertilizers to restore the exhausted soil. The fetid waters where flax has been retted have done much to drive valuable members of the piscine family from streams into which such retting waters were allowed to flow. It has now been found that these obnoxious waters act as a valuable fertilizer where they are allowed to flow over fields or meadows, provided the ground allows them to percolate.

The new board of directors of the Iowa Seed Co., Des Moines, Iowa, consisting of M. Kurtzwell, J. M. Albright, Geo. L. Kurtzwell, Chas. L. Page and G. C. Baker, held a meeting on August



21 and elected officers as follows: M. Kurtzwell, president; J. M. Albright, vice-president; Geo. L. Kurtzwell, secretary, and Chas. L. Page, treasurer. Mr. Page also is general manager.

and other great corn-growing states during the past ten years can safely be attributed in no small degree to the use of the improved varieties produced in these sections by breeders.

#### NOTES.

The Jerome D. Rice Seed Co. of New York, has established a branch at Buckley, Mich. The company has closed a deal for a temporary warehouse in which to care for this year's crop and

that hereafter he should take on some of the work of the company. The business for the past year, which was the company's first, is reported to have been satisfactory.

L. L. Olds Seed Co., Clinton, Wis., has filed an amendment to its charter, changing the location of the business to Madison, Wis. L. L. Olds is president and J. F. Kemmerer, secretary.

Warren W. Rawson, a widely known seed dealer and prominent in state politics, died at his home in Arlington, Mass., on August 9, aged sixty-one years, from an attack of appendicitis.

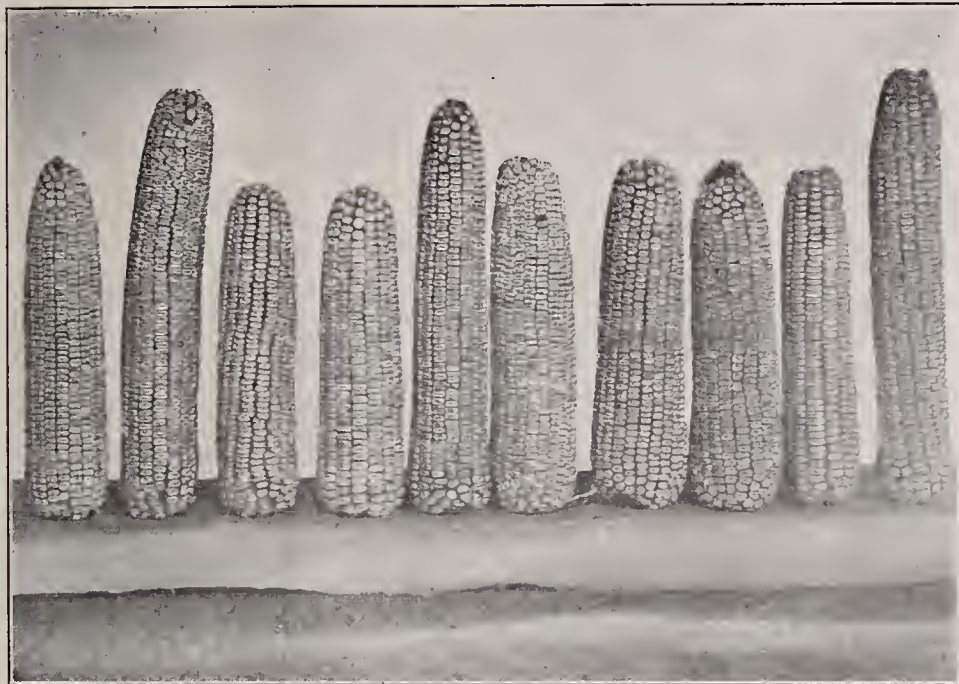
The seed house of T. W. Woods & Sons at Richmond, Va., was damaged to the extent of \$10,000 by fire recently. The loss is nearly covered by insurance. The origin of the fire, which for a time threatened the business portion of the city, is unknown.

To stimulate interest in the great corn show, to be held in Springfield, Ill., November 23 to 28, it is proposed to hold corn shows in every one of the rural school districts of the state, 10,000 in number, at which the pupils will exhibit the best samples of corn raised by their parents. These shows will be held on November 6 in the various schoolhouses throughout the rural districts, and a uniform program is being prepared for all. Following these district shows there will be held on November 12 county exhibitions at the county seats of 101 counties of the state. The prize winners at these latter shows will in turn bring their exhibits to the state corn show in Springfield. Small prizes will be awarded at the district shows, with prizes and premiums of greater value at the county and state shows.

After his annual trip into the Northwest to inspect the flax crop, C. T. Nolan of New York, manager of the flax department of the National Lead Co., said: "We hear from the usual channels of news on the subject of flax what the situation is, but we like to see for ourselves in regard to the size and quality of the crop. This

#### PRODUCTION OF UNIFORM VARIETIES OF CORN.

In an article in the Yearbook of the Department of Agriculture on "The Art of Seed Selection and Breeding" A. D. Shamel, of the Bureau of Plant Industry, says that the most important field for



PRODUCTION OF UNIFORM VARIETIES OF CORN, FIG. 1.

Ten Ears of Boone County White Corn from the Same Field, Showing the Great Variability in Type Resulting from Failure to Select Seed.

the breeder's work is in the improvement of the established varieties of crops by the production of strains approximating more uniformly to the best types of these varieties.

This lack of uniformity in high productive capacity is responsible in great measure for the present low average yield of most of our crops. It is due to the variability of the plants of these varieties, which is more evident in the cross-fertilized crops than in the self-fertilized ones. In the case of corn this variability of plants is particularly striking (see Fig. 1).

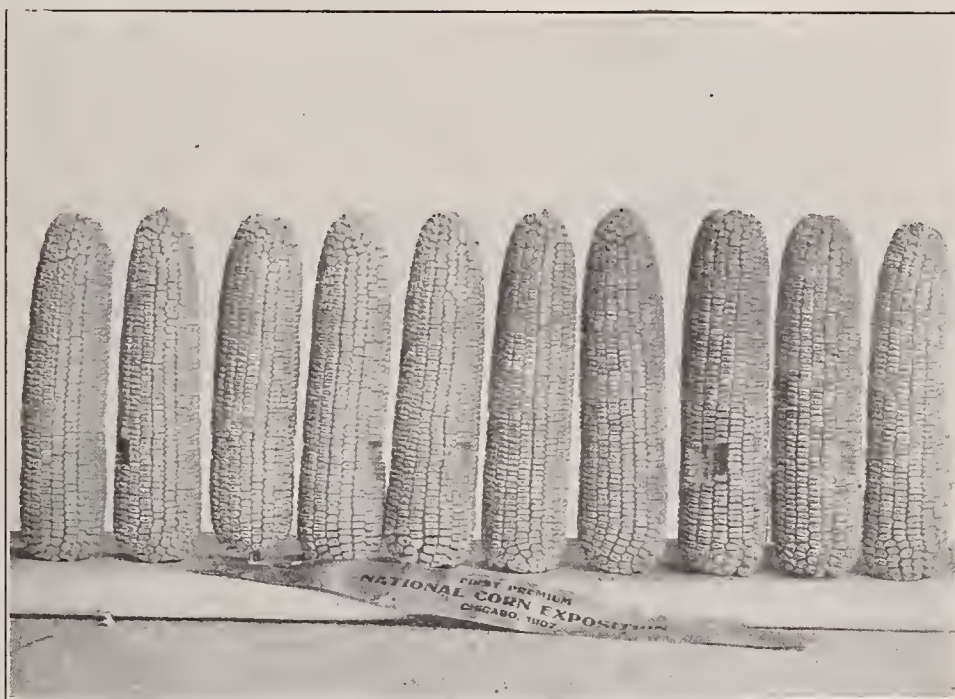
It is the experience of most corn breeders that it is not possible to produce on an acre more than five bushels of uniform ears even of our most improved strains. A large majority of the plants produce ears of small size, irregular shape and light weight, which are undesirable. Many of the stalks are barren. Only a small proportion of the plants produce the maximum size and weight of ear.

In the cornfields of the central Mississippi Valley the corn is usually planted in hills, 3 feet 6 inches apart in the row. The rows are arranged 3 feet 6 inches apart and the hills checked so as to permit cross-cultivation. This arrangement provides for 3,556 hills to the acre. An average of about three kernels is planted in every hill. If every kernel produced a uniform plant and the plants bore uniform ears weighing one pound each the yield per acre would be about 10,668 pounds, or about 155 bushels of shelled corn per acre. The fact that the average yield of this section is less than 40 bushels per acre is striking evidence that only a small proportion of the plants bear ears of the maximum weight.

Considerable of this variability and lack of uniformity of the corn plants can be overcome by systematic selection of the best seed ears year after year and the propagation of this seed free from crossing with the undesirable types of plants or inferior varieties of corn. This fact has been fully proved in the production of varieties by many years of continued selection by corn breeders of the seed which has been found to be more productive and profitable for culture than the unselected or unimproved sorts (see Fig. 2). The gradual increase in yield of corn in Illinois, Iowa

has secured an option on a tract of land on which a permanent warehouse will be erected.

The exports of rape seed from India in tons were 267,171 in 1907-1908; 186,440 in 1906-1907; 99,684 in 1905-1906; 257,745 in 1904-1905, and 217,150 in 1903-1904. The exports of linseed in



PRODUCTION OF UNIFORM VARIETIES OF CORN, FIG. 2.

Ten Ears of Same Variety Shown in Fig. 1, Illustrating the Uniformity, in All Desirable Characters, Attained by Thirty-two Years of Seed Selection.

these years in tons were 309,894, 218,941, 289,443, 559,100 and 340,818 respectively.

At the recent annual meeting of the stockholders of the Dakota Improved Seed Co., Mitchell, S. D., directors were elected as follows: Isaac Lincoln, Aberdeen; A. E. Hitchcock, L. R. Erskine, J. T. Morrow, S. E. Morris, A. A. Truax, I. W. Seaman and W. A. Wheeler. Immediately following the directors assembled and elected the following officers: President, J. T. Morrow; vice-president, A. A. Truax; secretary and manager, W. A. Wheeler; treasurer, S. E. Morris. It was decided that in the future the duties of the president should be more than perfunctory and

is about the time of the year when large consumers of flax make practically all their calculations for the ensuing 12 months. Our situation as regards the consumption of flax is much the same as millers toward the wheat crop. They are harvesting a good crop at good prices in the Northwest. The farmer gets better returns for his efforts and capital invested than anybody these times. Now, if the farmers loosen up their money belts a little bit this fall you will see the times improve rapidly. They are in a position to hasten the return of good times and help those people who consume their products on greatly lessened incomes."



# ELEVATOR AND GRAIN NEWS

## ILLINOIS.

The new elevator at Dawson, Ill., is nearing completion.

E. B. Conover has let the contract for a new elevator at Jules, Ill.

The farmers about Neelyville, Ill., are building an elevator to cost \$3,900.

Inkster Bros. are installing an improved Hall Grain Distributor at Dickey's, Ill.

The Morris (Ill.) Grain Co. has ordered two Hall Signaling Grain Distributors.

C. E. Babb and E. C. Sadorrus have purchased the Zorn Elevator at Mayview, Ill.

J. Q. Hitch has sold his 60,000-bushel elevator at Bondville, Ill., to L. W. Porterfield.

The Riley Elevator at Tolono, Ill., has been sold to Edward J. Creamer for \$15,638.

W. D. Castle has sold his interest in the elevator at Gridley, Ill., to Mrs. Alice Coyle.

The Stege Grain Co., of Matteson, Ill., has purchased an improved Hall Signaling Distributor.

James Pulliam has sold the elevator recently purchased by him at Maroa, Ill., to M. R. Allsup.

The Neola Elevator Co. is contemplating extensive improvements in their plant at Adeline, Ill.

Jackson & Sheehan have recently made extensive improvements in their elevator at Dunlap, Ill.

A. W. Ford has installed a Hall Signaling Grain Distributor and a Hall Non-chokable Boot in his elevator at Bushnell, Ill.

W. W. Hickman of Kirkwood, Ill., has purchased the elevator of A. H. Davidson at Smithshire, Ill., and removed to that town.

J. C. Roe & Co. have ordered an improved Hall Signaling Grain Distributor and a Hall Non-chokable Boot for their elevator at Hayes, Ill.

The Divernon Grain Co., the new farmers' company at Divernon, Ill., have purchased the elevator of Twist Bros., at that place, for the sum of \$10,000.

A. Hamann, J. D. Crawford, W. Le Beau and Thomas Canavan have incorporated the Sumner Grain, Coal and Hay Co. of Whitaker, Ill., with a capital of \$10,000.

M. E. Roberts has leased the interests of his partner, J. C. Spivey, in their grain business at New Windsor, Ill., and will personally have full charge of the concern.

The Evans Elevator Co.'s plant at Bondville, Ill., has been purchased by S. G. Crawford. Mr. Crawford will remodel the house and conduct a general grain and coal business.

White, Rumsey & Co. are building an addition to their elevator at West Kankakee, Ill., for the purpose of installing an Ellis Dryer. The total cost will be about \$6,000.

Having adjusted the insurance on their recently burned elevator, the Farmers' Elevator Co. will at once begin construction on their new 60,000-bushel elevator at Danvers, Ill.

The farmers in the vicinity of Mt. Auburn, Ill., are forming an organization for the purpose of purchasing the Turner & Osborn elevators at Mt. Auburn and Osbornville. It is proposed to conduct them on the co-operative plan.

On August 21 Jas. A. and Chas. C. Harlan sold their elevator at Harrisville, Ill., to C. E. Stevens of Hennepin, Minn., who on August 28 transferred the property to the Minnesota and Dakota Investment Co. The consideration in each case was \$12,000.

The Armour Grain Co. is said to be figuring on the erection of a 3,000,000-bushel fireproof grain elevator at Chicago near the site of the warehouse which burned a short time since. It is understood that the chief hitch in the pending plans is the uncertainty regarding the attitude of the city's administration on river improvements. Fear that the Chicago River will not be sufficiently improved to permit the passage of large vessels is delaying the decision.

Secretary Strong of the Illinois Grain Dealers' Association reports the following recent changes among the grain dealers of Illinois: Davis Grain Co. succeeds John T. Harty at Kinsman; Jackson Grain Co. (mail Galesburg) succeeds George S. Dole at Cameron, Monmouth, Saluda, Abingdon, St. Augustine, Avon and Prairie City; Anderson Grain Co. succeeds N. R. Moore & Co. at Galesburg, Surrey, Cameron and Ormonde; Harrison Bros. of Dorman succeed E. D. Churchill & Son at Chenoa and Meadows; F. L. Warner succeeds

Kirkpatrick. Lachland & Co. at Chenoa and Ballard; Alton Grain Co. succeeds Merritt, Wierman & Co. at Nevada; S. C. Bartlett Co. succeeds Northwestern Elevator and Grain Co. at Buda, Monmouth, Nelson, Speer, Camp Grove, Langley, Manlius, Normandy, Hahaman, Akron, Radnor (P. O. Alta), Berwick, Phelps, Eleanor, Little York, Jgle and Keithsburg; B. A. Armstrong succeeds L. J. Jeter at Fix; Groves & Gunn succeed Gillham & Groves at Loraine; C. A. Dickey succeeds G. H. Spannagel at Champaign; J. M. Current & Son succeed F. R. and M. A. Current at St. Joseph; Brown & Moxley succeed M. R. Corbett at Rosamond; Current Bros. succeed W. H. Current at Indianola; John J. White succeeds M. P. Shrope at Stillman Valley; L. R. and R. W. Jeter succeed C. A. Burnham at Ashton; H. M. Dewey & Co. succeed J. S. Bocock at Camp Grove; Bone & Veech succeed J. E. Tohill at Casner; E. H. Kessler & Son succeed C. F. Hurburg & Co. at Rapatee; M. L. Miller succeeds Shepard & De Bolt at Elpaso; J. C. Roe & Co. succeed S. G. Crawford at Hayes; J. T. Riemke succeeds Condon & Riemke at Pesotum; L. W. Porterfield succeeds J. Q. Hitch, and S. G. Crawford succeeds Evans Elevator Co. at Bondville; J. J. McCarty succeeds McCarty & Gerber at Argenta; J. C. Bane & Son succeed C. B. Johnston & Co. at Arrowsmith.

## IOWA.

B. F. Bradley has rented the grain elevator at Norway, Iowa.

The new farmers' elevator at Union, Iowa, has opened for business.

R. J. Woody has finished his new 14,000-bushel elevator at Cedar, Iowa.

The remodeling of the De Wolf Elevator at Curlew, Iowa, is completed.

An addition is being built to the Tiedeman Elevator at Little Rock, Iowa.

The Farmers' Elevator Co. has purchased the Hinz Elevator at Granville, Iowa.

The Davis & Milligan 70,000-bushel elevator at Scranton, Iowa, is about completed.

E. Maun of Calumet, Iowa, has bought an improved Hall Signaling Grain Distributor.

The Cedar Rapids Grain Co. are installing three Garner Distributors at Cedar Rapids, Iowa.

An attempt is being made to organize a co-operative grain company at Hospers, Iowa.

The Swinton Elevator at Maynard, Iowa, has been sold to Mr. Glinn of Wellington, S. D.

The elevator of the Seibel Mill at Oskaloosa, Iowa, is undergoing extensive improvements.

The Farmers' Co-operative Association has acquired the Hunting Elevator at Boyden, Iowa.

The Farmers' Elevator Co. of Moneta, Iowa, has incorporated with a capital stock of \$15,000.

The new farmers' elevator at Crooks, Iowa, is expected to be ready for occupancy in a few days.

The Crippen (Iowa) Elevator has reopened for business under the management of Mr. Osgerby.

The Farmers' Elevator Co. of Clare, Iowa, have bought the Des Moines Elevator Co.'s house at Clare.

The Western Elevator Co. has acquired an elevator at Dumont, Iowa, and installed Alva Allen as manager.

The Western Elevator Co. has sold its elevator at Cleghorn, Iowa, to the farmers' company in that vicinity.

The Hawkeye Elevator Co. has sold its house at Hawarden, Iowa, to the Farmers' Elevator Co. of that place.

Wickham & Ridgeway have leased the Hunting Elevator at Plymouth, Iowa, and installed D. C. Crist as buyer.

The Atlantic Mill and Elevator Co. is erecting an elevator at Gates, Iowa, on the Atlantic, Northern & Southern.

The P. H. Pelky Construction Co. of Council Bluffs, Iowa, has purchased two 20-duct Hall Grain Distributors.

The De Wolf, Wells Co.'s Elevator at Truesdale, Iowa, has been opened up with M. T. Fletcher in charge.

The Western Elevator Co. has transferred the old Coffey Elevator at Maple Hill, Iowa, to the Federal Elevator Co.

Anderson & Stockdale of Estherville, Iowa, have rented the elevator at Titonka, Iowa, and placed J. Albertson in charge.

Harvey Northrop has purchased the elevator of Mr. Dorsey at Garden Grove, Iowa, and assumed charge of the business.

A farmers' elevator company has been formed at New London, Iowa, with a capital of \$15,000. The new company has purchased the J. C. Codner Elevator at that place. E. L. Russell is president

of the new company and P. L. Matthews secretary.

A farmers' elevator has been constructed on the line of the Great Western, in Iowa, between Eagle Grove and Vincent, and the station has been named Nuel.

The Neola Elevator Co. will this year operate the Neola Elevator at Perry, Iowa, itself. For the past few years the elevator has been leased and operated by different parties.

Articles of incorporation have been issued to the Grain and Stock Co. of Carpenter, Iowa, with a capital of \$10,000. F. G. Kleinwort is president of the company and A. J. Kleinwort secretary.

The Sioux City Grain and Lumber Co. has incorporated at Sioux City, Iowa. The capital stock is fixed at \$100,000, and the incorporators are: L. S. Blenkinson, J. W. Harker and M. Z. Easton.

## THE DAKOTAS.

Carl Werth is building an elevator at Warner, S. D.

The farmers' elevator at Berlin, N. D., is completed.

W. J. Webb has opened his elevator at Merricourt, N. D.

The Farmers' Elevator at Streeter, N. D., is about finished.

The Farmers' Elevator at Sarles, N. D., is nearly completed.

The Hanskutt Elevator at Wolsey, S. D., is nearing completion.

The Atlas Elevator at Estelline, S. D., has opened for business.

W. A. Goss' new elevator at Brophy, N. D., is in course of construction.

J. P. Huber and A. Bokovey are building an elevator at Kief, N. D.

The Missouri Valley Milling Co. is erecting an elevator at Taylor, N. D.

John Leslie has installed a gas engine in his elevator at Eureka, S. D.

Work has commenced on the new National Elevator at McVie, N. D.

G. Schulz has sold his elevator at Aurelia, N. D., and removed to Upham, N. D.

L. A. O. Knoff & Co. have started a grain business at Paulson's Siding, N. D.

The National Elevator at McCumber, N. D., is being moved to Rolette, N. D.

Henry De Camp is building another elevator at Yankton, S. D., to cost \$4,000.

The Farmers' Elevator Co.'s house at Armour, S. D., has opened for business.

Steele Bros. have completed the improvements in their elevator at Huron, S. D.

The Farmers' Co-operative Elevator at Leeds, N. D., is in course of construction.

The new elevator at Medberry, N. D., has been completed and is open for business.

The Atlas Elevator at Verdon, S. D., has been leased by the Farmers' Elevator Co.

The Des Lacs Valley Milling Co. has greatly enlarged its elevator at Kenmare, N. D.

E. B. Brown is building a 10,000-bushel tank elevator on his farm near Groton, S. D.

W. A. Panuebaker has leased the Blankenburg Elevator at Oaks, N. D., for the season.

The new elevator of the Hokunson Grain Co. at Haynes, N. D., has opened for business.

The Atlas Elevator Co. has opened its house at Rockham, S. D., with G. A. Buss as agent.

The Plymouth Elevator Co. has installed a new feed mill in its elevator at Sioux Falls, S. D.

Aplund & Gunderson have purchased The Atlas Elevator at Irene, S. D., and taken possession.

The Kenkel-Todd Co. of Duluth has purchased the E. J. McDermott elevator at Lansford, N. D.

Walker & Benz have leased the Rex Elevator at Casselton, N. D., and will continue the business.

The Farmers' Elevator Co. at Tolley, N. D., have decided to rebuild their elevator at that place.

The Cargill Elevator at Galesburg, N. D., has been opened under the management of Seth Curry.

The Cargill Elevator at Lidgerwood, N. D., is being rebuilt to have a storage capacity of 30,000 bushels.

The Osbourne & McMillan Elevator Co. are contemplating the erection of a house at Benedict, N. D.

The sale of the Farmers' Elevator at Fairmont, N. D., has fallen through. Long Bros., the prospective purchaser, have acquired the elevator of



Rickert & Morris at Ortle, S. D., and are operating it.

The Hammer-Halvorsen-Beier Co. has started construction on their new elevator at Coopers-town, N. D.

The Farmers' Elevator Co. have purchased the elevator at Kloten, N. D., formerly managed by S. J. Rudser.

The Farmers' Elevator at Riverside, S. D., has been overhauled preparatory to handling this season's crop.

The Doane-Sears Co. is installing the new Hall system of equipping elevator legs in their house at Dallas, S. D.

M. W. Murphy & Co. have leased their elevator and coal sheds at Watertown, S. D., to the G. W. Van Dusen Co.

Emmett King has leased the elevator at Granville, N. D., and is repairing it in preparation for the fall business.

Dr. Donovan of Langdon, N. D., is building two elevators in that state, one at Wales and the other at Mowbray.

Geo. E. Hoch has purchased the Van Dusen Elevator at Elkton, S. D., and will run it as an independent house.

The farmers' elevator at Mantador, N. D., has commenced business, although the house is not yet entirely completed.

The McIntyre & Weir Elevator Co. has bought Reiner & Schulz's Elevator at Upham, N. D., for a consideration of \$4,000.

Eugene Colburn has built a 14,000-bushel elevator at Springfield, S. D., in connection with his old elevator at that place.

The National Elevator Co. has purchased the elevator of R. A. Fox at Towner, N. D., and installed B. L. Hogle as agent.

Cruden & Wankel have purchased a half interest in the Jim River Elevator at La Moure, N. D., owned by Muir & Engel.

The Farmers' Elevator Co. of Underwood, N. D., has advertised for bids for a 30,000-bushel elevator to be completed by October 20.

The Washburn Elevator Co. has sold its elevators at Baldwin, Underwood and Wilton, N. D., to R. C. Dodge of Minneapolis.

Two new elevators are in the course of construction at Linton, N. D., one for the Linton Bazaar and the other for S. J. Hagg.

The Farmers' Elevator Co. has purchased the elevator of Cornelysen & Conner at Ward, S. D., and installed F. F. Conner as manager.

Beach, N. D., is to have another elevator, making five in all. Present crop conditions indicate that all five will do a capacity business.

The Harrington Grain Co. has moved its head offices from Pipestone, Minn., to Sioux Falls, S. D., with offices in the Minnehaha Block.

A farmers' elevator company has been organized at Wessington, S. D. The officers are: D. Boyle, president, and W. H. Stewart, secretary.

The Farmers' Elevator Co. of Heaton, N. D., has failed to secure a site for their proposed elevator and will postpone building until next year.

J. E. Dyers' Elevator at Belfield, N. D., is nearing completion. J. C. Minert will shortly commence construction on an elevator at the same place.

J. M. McCollum has purchased the interest of his partner, P. J. Morrison, in the elevator at Springfield, S. D., and will conduct the business alone.

The Farmers' Elevator Co. of Crystal, N. D., has let the contract for three elevators to be built at Granar, Mountain and Concrete, all in North Dakota.

The Northern Elevator Co. of Mandan, N. D., has been incorporated by B. W. Stephenson, J. H. Newton and R. M. Clement, with a capital stock of \$50,000.

The Van Dusen Elevator at Verdon, S. D., has been leased by William Mathieu, M. L. Wolfe and Anton Giesen. The Wolfe and Giesen Elevator will be closed.

N. J. Brockman has sold his elevator, grain and coal business at Spencer, S. D., to the Lingen-felter Grain and Coal Co. of Salem, S. D., which has taken possession.

The Equity Elevator Co. of Garrison, N. D., has been incorporated with a capital stock of \$50,000. The incorporators are: Arthur F. Platt, Adam Koenig, Edw. J. Graier and others.

The Jones Bros. Grain Co. has succeeded Jones & Metcalf at Madison, S. D. Mr. Metcalf, retiring from the firm, has formed a co-partnership with John Larkin, under the firm name of Larkin & Metcalf. The new firm will continue in the grain

and flour business. The company has a line of eight grain houses through the Dakotas, located at Madison, Wentworth, Ramona, Oldham, Bryant, Lily, Willow Lakes and Florence.

The Egan Grain Co., Egan, S. D., have elected A. J. Oakes, E. M. Culver and T. H. McCormick as directors, who have in turn chosen A. J. Oakes as president and E. M. Culver as secretary.

The new 40,000-bushel elevator of the Farmers' Elevator Co. of Gladstone, N. D., is nearing completion. This new elevator will give the town a total grain storage capacity of over 100,000 bushels.

A farmers' elevator company has been organized at Omamee, N. D. George Perrin has been chosen president and H. Soenke secretary. The company has purchased the elevator of G. Schulz at Omamee.

L. O. Hickock & Son have secured the contract for the erection of a new 40,000-bushel elevator for Mr. Martin at Chama, N. D. Work has already commenced and the house will be rushed to completion.

The Bagley Elevator Co. is constructing a 25,000-bushel house at Scranton, N. D. This company has drawn site No. 2. The Empire Elevator Co., which drew site No. 1, has also started construction on its 30,000-bushel house.

The proprietors of the Grafton Mill, at Grafton, N. D., have purchased the old elevator at that place, which has been idle for a number of years. The building has been moved to a site adjacent to the mill property and is being put in shape for handling grain.

The following elevator companies have recently been incorporated in North Dakota: Carbury Farmers' Elevator Co., Carbury, \$50,000; Hatton Farmers' Elevator Co., Hattou, \$15,000; Equity Elevator Co., Carrington, \$50,000; Equity Elevator Co., New Rockford, \$20,000; Farmers' Elevator Co., Velva, \$10,000; Farmers' Elevator Co., Rich-ardton, \$10,000; Farmers' Elevator Co., Anamoose, \$10,000; Voltaire Farmers' Elevator Co., Voltaire, \$10,000; Grain Growers' Co-operative Elevator Co., Minto, \$5,000; Lucca Farmers' Elevator Co., Lucca, \$25,000; Wolford Farmers' Elevator Co., Wolford, \$20,000.

#### OHIO, INDIANA AND MICHIGAN.

The new elevator at Casstown, Ohio, is nearing completion.

J. E. Crane is building an elevator at Eaton Rapids, Mich.

George Ruff has leased the grain elevator at Amanda, Ohio.

W. H. Allswede has opened an independent elevator at Delwin, Mich.

Halsted Bros. are planning to build a grain elevator at Kirkpatrick, Ind.

The elevator at Talbert, Ind., has been sold to Mr. Kelley of Frankfort, Ind.

Edward Perrot and Charles Stuart have purchased the Green Elevator at Chesaning, Mich.

A Hall Signaling Grain Distributor has been purchased by O. Gaudy & Co., of South Whitley, Ind.

John Spreng has rented his elevator at Jeromeville, Ohio, to the Orrville Milling Co. of Orrville, Ohio.

S. J. Sanford has purchased the interests of Isaac Grant in the Babcock Grain Co. of Reed City, Mich.

The Coleman Elevator Co., of Coleman, Mich., has bought an improved Hall Signaling Grain Distributor.

The Owendale (Mich.) Grain and Elevator Co. is installing an improved Hall Signaling Grain Distributor.

J. Baldwin is installing an improved Hall Signaling Grain Distributor in his elevator at New Haven, Mich.

The Huron Milling Co. are installing a Hall Signaling Grain Distributor in their elevator at Huron, Mich.

A Hall Signaling Grain Distributor has been ordered by the Reardon Brothers Mercantile Co., of Midland, Mich.

The Mollett Grain Co. of Ohio has filed articles in Indiana. The capital is given as \$35,000, with the Indiana office at Frankfort.

Farmers in the vicinity of Rockfield, Ind., have recently organized a stock company and will erect a grain elevator in the near future.

J. C. Young of Frankfort, Ind., has sold his grain elevator at Michigantown, Ind., to the new company which was organized at that place a short time ago.

J. N. Gordon has let the contract for the rebuilding of his elevator at Summitville, Ind., recently burned, to the Reliance Construction Co., of

Indianapolis. It is expected that the new house will be completed within sixty days.

A. R. Anderson, whose elevator at Elizabeth-town, Ind., was burned in August, has taken temporary quarters and is continuing his business.

After running his elevator at Vermontville, Mich., for nearly forty years, W. H. Benedict has sold out to C. A. Anderson and John H. Gehrhart and will probably retire.

The Naomi Grain Co. of Naomi, Ohio, has been incorporated with \$10,000 capital stock. The incorporators are E. S. Hanson, D. K. Shoop, S. O. Rothfuss, R. C. Rothfuss and F. J. Spencer.

W. D. Wilson of Osgood, Ind., has ordered a complete line of elevator machinery from the Robinson Manufacturing Co., of Muncy, Pa., through L. R. Veatch, their agent at Louisville, Ky.

F. W. Stock & Son have commenced the erection of a circular steel elevator at Litchfield, Mich. The same firm will also erect eight storage tanks at Hillsdale, Mich., with a total capacity of 200,000 bushels.

#### SOUTHERN AND SOUTHWESTERN.

Geo. S. Orine is erecting a \$10,000 rice elevator in New Orleans, La.

The Summershade Roller Mills have built a granary near their plant at Edmonton, Ky.

The elevator at Collinsville, Tex., which was destroyed by fire last spring, is being rebuilt.

A Hall Signaling Grain Distributor has been ordered by the Stark Grain Co. of Allen, Texas.

O. W. Cox has let the contract for a large grain elevator to be built for him at Woodward, Okla.

The Gando (Texas) Elevator and Warehouse Co. have ordered two Hall Signaling Grain Distributors.

The new 50,000-bushel elevator at Owensboro, Ky., is approaching completion. James Hill is in charge.

Increasing business has made necessary the building of an additional story on the Wright Elevator at Muskogee, I. T.

The Fargo Grain, Hay, Seed and Coal Co. of Fargo, Okla., has been incorporated by W. T. Salmon, Ross Long, F. H. Colter and M. W. Taylor.

The Farmers' Mill and Elevator Co. has been incorporated at Stratford, Tex., with a capital of \$22,500. The incorporators are: Geo. S. App, William Shook, E. G. Sheldon and others.

The Alliance Milling Co. of Denton, Tex., has elected the following officers to serve for the ensuing year: J. N. Raynor, president; F. M. Raynor, secretary-treasurer; G. T. Cobb, manager.

Articles of incorporation have been issued to the Oklahoma Grain and Elevator Co. of Woodward, Okla., capital \$50,000. The incorporators are: S. C. Rose, Chas. R. Alexander and R. O. Renfrew.

The Wabash Elevator Co. has been incorporated at Uniontown, Ky., with a capital of \$16,000. The incorporators are: H. E. Mason, F. Rathman, James Pfeffer, A. Waller, M. T. Dyer, Thos. B. Young, L. R. Richards, J. K. Waller and C. J. Newman.

#### MISSOURI, KANSAS AND NEBRASKA.

The Farmers' Elevator at Odell, Neb., is being rebuilt and enlarged.

The Holmquist Elevator at Uehling, Neb., has been remodeled and enlarged.

An addition is being built to the Mangelsdorf Elevator in West Atchison, Kan.

The K. C. & O. Elevator at Fairmont, Neb., has been enlarged and remodeled.

J. C. Miller has opened up his elevator at Clay Center, Kan., for the fall trade.

The Trumbull Farmers' Grain and Supply Co. has been organized at Trumbull, Neb.

Austin & Claypool have opened their new 25,000-bushel fireproof elevator at Orleans, Neb.

A. G. Burrell has leased the elevator of J. H. Gregg at Belvidere, Neb., for this season.

E. H. Cramer will use a Hall Signaling Grain Distributor in his elevator at Aurora, Neb.

James Bell will replace the old elevator at Osceola, Neb., with a new and modern one.

W. D. Cox & Son are adding a 24x24 granary to the equipment of their elevator at Iola, Kan.

The Gabel Elevator, at Larned, Kan., which was wrecked recently, is being rebuilt and remodeled.

The Nye-Schneider-Fowler Co. is making extensive repairs on its elevator at Nickerson, Neb.

The Hall Distributor Co. of Omaha, Neb., have moved their office from the First National Bank building, taking a suite of rooms fitted up for



them in the Ramge hlock at Fifteenth and Harney streets.

J. B. Miller has purchased a Hall Distributor and Non-Chokable Boot for his elevator at Lyons, Neb.

The Wall-Rogalsky Milling Co. of McPherson, Kan., has leased the Home Grain Co.'s Elevator at Canton, Kan.

Johnson & Johnson have purchased an improved Hall Signaling Grain Distributor for their plant at Holdrege, Neb.

The big elevator which the Trans-Mississippi Grain Co. is constructing at Kearney, Neb., is approaching completion.

The F. C. Krotter Co. is installing Hall Signaling Grain Distributors in its elevators at Hamlet and Wauneta, Neb.

The Fairbury Flour Mills of Beatrice, Neb., are building six grain storage tanks with a total capacity of 30,000 bushels.

The Torpin Grain Co. are equipping their elevator at Tilden, Neb., with an improved Hall Signaling Grain Distributor.

A charter has been granted to the Fort Scott Grain and Implement Co. of Fort Scott, Kan. The capital stock is \$50,000.

The Trans-Mississippi Grain Co. will install a new 20-duct Hall Signaling Grain Distributor in their elevator at Kearney, Neb.

The Clarkson Milling and Grain Co. will equip their elevator at Clarkson, Neb., with an improved Hall Signaling Grain Distributor.

The T. B. Hord Grain Co. have purchased improved Hall Signaling Grain Distributors for their houses at Cozad and Columbus, Neb.

The Baird-Dugan Grain Co., St. Charles, Mo., has incorporated with \$5,000 capital. The incorporators are: J. T. Dugan, W. J. Baird and H. J. Merx.

The South Park Grain Co. of St. Joseph, Mo., has decided to go out of business and has filed a deed of trust naming W. S. McLucas as trustee. The outstanding debts of the company are over \$22,000.

#### MINNESOTA AND WISCONSIN.

The Benson Grain Co. has closed its elevator at Elmore, Minn.

The Popular Milling Co. is building an elevator at Brainerd, Minn.

A large addition is being built to the farmers' elevator at Storden, Minn.

The Peavey Elevator at Stephen, Minn., has been leased by Jas. Potter.

F. W. Ehert has recently completed an elevator and warehouse at Bowler, Wis.

The Security Elevator Co. will not open its house at Franklin, Minn., this year.

J. D. Larkin has acquired the elevator of Jenison Bros. at Walnut Grove, Minn.

The Harrington Grain Co. is making extensive repairs in its elevator at Ihlen, Minn.

The Western Elevator Co. has decided to retain its head offices at Winona, Minn.

The Eagle Roller Mill Co. has leased the Poehler Elevators at Courtland, Minn.

E. W. Folsom has purchased a half interest in the Mutual Elevator Co. of Minneapolis.

The Farmers' Elevator Co. are constructing a 25,000-bushel elevator at Battle Lake, Minn.

The Miller & Adams Elevator at Beloit, Wis., burned on August 6, will be rebuilt at once.

The Atlantic Elevator at Paynesville, Minn., is being thoroughly overhauled and remodeled.

The new elevator of Hubbard & Palmer at Kasota, Minn., is being pushed to completion.

Chan Miller is planning to rebuild his elevator at La Crosse, Wis., recently destroyed by fire.

The elevators of S. B. Sage at Currie and Slayton, Minn., will be open for business this fall.

The new elevators of the Powers Elevator Co. at Royalton, Minn., have been put in operation.

Peter Reinemann & Son have purchased the elevator at Reedsville, Wis., and will operate it.

The Tileston Milling Co. of St. Cloud, Minn., has ordered two Hall Signaling Grain Distributors.

Thomas Heid & Co. of Browerville, Minn., have leased the Farmers' Elevator at Eagle Bend, Minn.

The Van Dusen Elevator at Plainview and Viola, Minn., has been purchased by J. F. Thompson.

August Fromming & Sons are buying grain this season at Algoma, Red Creek and Forrestville, Wis.

The Magnolia (Minn.) Mercantile and Elevator Co. is building a new corn crib for this season's crop. A. H. Turner has been chosen president

of the company for the ensuing year and G. W. Turner secretary.

The Horton Elevator, at Horton, Minn., has been opened for business with Bert Thomas as huyer.

Alvin Watrud has leased the elevator of J. K. Elliot & Co., at Dawson, Minn., and is operating it independently.

G. F. Rahn has added a portable elevator, to facilitate loading cars, to his elevator equipment at Belview, Minn.

The Kewaunee Grain Co. of Kewaunee, Wis., is operating branch houses at Casco and Luxemburg, Wis., this season.

The Western Elevator Co. have taken over the elevator at Downing, Minn., and placed William Snyder in charge.

W. H. Ryan, A. Simonet and L. O. Wessel have leased the Merchants' Elevator at Little Falls, Minn., for the season.

H. P. Pettis of Aneta, N. D., has been negotiating for the purchase of the Farmers' Elevator at Long Prairie, Minn.

The Borgerding Co. is building an elevator at Pierz, Minn. The building will measure 30x33 feet and be 85 feet high.

W. H. Ryan, L. O. Wessel and Al. Simonet have leased the Merchants' Elevator at Little Falls, Minn., for the season.

The De Wolf, Wells Co. has taken over the elevator owned by the Minnesota and Iowa Elevator Co. at Granada, Minn.

The Western Elevator Co. has opened the old house of the Northern Grain Co. at Appleton, Wis., with Mr. Servaes in charge.

The L. J. Campbell Milling Co. has bought an improved Hall Signaling Grain Distributor for its elevator at Blooming Prairie, Minn.

The elevators of W. A. Forsaith and the Benson Grain Co. at Hadley, Minn., have joined forces and are now huying at only one elevator.

D. Patten & Co. are constructing a 15,000-bushel elevator at Windom, Minn., the first built on the line of Sioux City & St. Paul Railroad.

C. B. Kloos, S. H. Davis and Ole Erickson have incorporated the Donnelly Elevator Co., at Donnelly, Minn. The capital stock is \$10,000.

C. M. Mast of Mitchell, Iowa, has leased the two elevators of the R. E. Jones Co. at Cannon Falls, Minn., and has opened for business.

O. K. Severenson & Co. have leased the Northwestern Elevator at Willmar, Minn., and will operate it in connection with their business.

H. A. Quast & Co. of Wheaton, Minn., have recently purchased the McDonald Elevator at Dumont, Minn., and installed Fred Neill as huyer.

The Charles Lyman Co. has organized at Manitowoc, Wis., with \$20,000 capital and purchased one of the Northern Grain Co.'s elevators at that place.

The Grain Producers' Elevator Co. of Minneapolis is planning the erection of an elevator at Clearwater, Minn., on the site of one recently burned.

The Cargill Elevator Co. will close their elevator at Litchfield, Minn., this fall, having acquired the Thorpe Elevator at that place, which they will operate.

The St. John Grain Co. has leased J. B. Scheier's Elevator at Adrian, Minn., and the Hubbard & Palmer Co. has leased Schaefer Bros.' Elevator at the same place.

The Farmers' Elevator Association of Henning, Minn., has recently expended over \$1,000 in improvements, consisting of a new engine house, office and new engine.

The Roseau County Farmers' Co-operative Mercantile and Elevator Co. has purchased the elevator of P. O. Christianson at Greenbush, Minn., for a consideration of \$3,400.

The grain firm of Hankinson, Ireys & Co. of Minneapolis has been dissolved. Volney S. Ireys retires and the business will be conducted under the firm name of H. L. Hankinson.

The Algoma Peas Co. has been organized at Algoma, Wis., to handle grain and seed. The company, which will make a specialty of peas, is under the management of Jefferson Teweles.

The firm of Spalding Bros., grain dealers, at Lamberton, Minn., has been succeeded by Spalding & Foertsch. The firm has recently purchased several elevators in Minnesota and North Dakota.

A farmers' elevator company has been organized at Glenwood, Minn., with a capital stock of \$15,000. The Dougherty Elevator at that place has been purchased for a consideration of \$2,800.

The Consolidated Elevator Co. has awarded the contract for its new elevator at Duluth to the Barnett & Record Co. The elevator, which will be erected at Rice's Point on the site of the

burned Elevator "D," will be of concrete and tile construction and have a capacity of 1,400,000 bushels.

The W. Seyk Grain Co. of Kewaunee, Wis., are huying grain this season at Algoma, Maplewood and Casco, Wis. They have recently increased their facilities for handling shipments by the building of a 30,000-bushel elevator.

The annual meeting of the North Star Grain Co. was held last month at Springfield, Minn. The directors of the company for the past year were re-elected for the ensuing year. It was determined to build a 25,000-bushel grain house in Canada.

The four elevators at Slayton, Minn., owned by Sage Bros., D. A. Schoeneman, the Benson Grain Co. and C. L. Todd have effected a combination. Three of the elevators have been closed down and the new merger is buying at C. L. Todd's Elevator.

Contractor C. E. Bird of Minneapolis has the new elevator for the Ashland Flouring Mills Association at Ashland, Wis., well under way. The elevator will be over 50,000 bushels in capacity and when finished will double the capacity of the firm's plant.

The following farmers' elevator companies have recently incorporated in Minnesota: Stanton Farmers' Elevator Co., Stanton, \$10,000; Alvarado Farmers' Elevator Co., Alvarado, \$10,000; Minneiska Farmers' Elevator Co., Minneiska, \$10,000; Farmers' Elevator Co., Winona, \$10,000.

The Burrell Engineering and Construction Co. has commenced work on the new elevator for the Tileston Milling Co. at St. Cloud, Minn. The building will be 74 feet long, 56 feet wide and 112 feet in height. A 68-inch turbine water wheel, with a capacity of 488 horsepower, is to be installed.

The last step in the transfer of the Northern Grain Co.'s interests to the Western Elevator Co. took place recently, when the last named company filed articles with the secretary of state in Wisconsin. The Western Elevator Co. is a West Virginia corporation, with a capital of \$2,000,000, of which \$160,000 is to be used in Wisconsin.

The project to build a large grain elevator at Milwaukee, Wis., with a capacity of at least 1,500,000 bushels, which was being discussed by members of the Chamber of Commerce when the financial flurry swept over the country, has been revived. W. H. Dodsworth, the general freight agent of the Chicago, Milwaukee & St. Paul railway, is authority for the statement that the facilities for taking care of the grain which is daily shipped into Milwaukee are inadequate, that the elevators are out of date, and that the insurance rates thereon are prohibitive, and for these reasons a large amount of business which would otherwise come to Milwaukee is turned away.

The state officers of North Dakota have opened negotiations with the state of Minnesota for the purchase of the elevator site in West Duluth, which was purchased by the Minnesota railroad and warehouse commission in 1891, but which the state is unable to utilize because the law under which it was bought has been declared unconstitutional. The property originally cost \$14,000 and now has more than doubled in value. It was purchased under a law of the Minnesota legislature appropriating \$800,000 for the purpose of building and maintaining a terminal elevator here under the supervision of the state railroad and warehouse commission. Then after the transfer of the property the law was declared unconstitutional on the ground that the state of Minnesota is prohibited by its constitution from engaging in any business enterprise, such as the operation of an elevator.

Judges Purdy and Amidon of the United States Circuit Court have authorized the leasing of the elevators owned by the Minneapolis and Northern Elevator Co., the subsidiary company to the Pillsbury-Washburn Co., to Charles A. Amsden of Minneapolis. The receivers of the company found themselves unable to borrow the \$1,500,000 necessary to conduct the elevators for this season and the leasing of the property was their only alternative. Mr. Amsden, formerly president of the elevator company, put in a bid equivalent to about \$41,500. It provides for one-half cent a bushel based on the entire amount of grains and seeds handled by the elevators or purchased in connection with their operation and guarantees the minimum amount to be \$22,500. Mr. Amsden also agrees to pay the taxes for 1908, which will be in the neighborhood of \$9,000, and the insurance, about \$7,000, in addition to the repairs which will probably amount to about \$3,000. Other bidders were F. H. Peavey & Co. and the Van Dusen-Harrington Co. As property of the Minneapolis and Northern Elevator Co. is almost evenly divided between the states of North Dakota and Minnesota, the federal judges from each state occupied the bench.



Judge Amidon is from the North Dakota district and Judge Purdy from the Minnesota district. The company controls 33 elevators in Minnesota and 47 in North Dakota.

#### EASTERN.

C. Z. Low of Washington, Pa., has purchased an interest in a grain business at Orangeville, Pa., and has removed to that town.

Crosby & Co. are building a 32,000-bushel elevator at Brattleboro, Vt. The lower part will be of concrete, with the upper of wood.

James Kearney & Co. have incorporated at Scranton, Pa., with a capital of \$25,000, to carry on a general grain, hay, coal and ice business.

A. M. Merovitz & Sons, Brooklyn, N. Y., have incorporated to carry on a general grain, hay, flour and produce business. The capital stock is \$15,000.

The New York Central Lines will erect a temporary elevator of 50,000 bushels' capacity, to take care of the grain traffic at East Boston, Mass., until the new 1,000,000-bushel house is finished.

The new floating elevator constructed for the Pennsylvania Railroad by the Harlan & Hollingsworth Co., of Wilmington, Del., has been delivered to the railroad at Philadelphia. The elevator is 98½ feet long over all, with a moulded beam of 30 feet. The tower is 70 feet above the deck.

#### WESTERN.

The Kerr-Gifford Grain Co. is erecting a warehouse at St. John, Wash.

The Pless Hay and Grain Co. has opened for business in Bellingham, Wash.

The Ford-Harden Grain Co. has incorporated at Seattle, Wash., with \$10,000 capital.

A farmers' grain company has been organized and incorporated at Waterville, Wash.

The Chase Lumber Co. are planning the erection of a grain elevator at Huntley, Mont.

Eight new elevators have recently been completed in the vicinity of Lewistown, Mont.

Articles of incorporation have been filed by the Benepe-Berglund Grain Co. of Bozeman, Mont.

Benjamin Ayers is planning the erection of a grain warehouse on the Snake River, near Asotin, Wash.

The Balfour-Guthrie and Kerr-Gifford grain houses at Cottonwood, Idaho, have been completed.

The Farmers' Union at Colfax, Wash., has commenced construction on a grain warehouse at that place.

O. L. Mitten, Geo. W. Chadd and L. M. Mitten have incorporated the O. L. Mitten Grain Co. of Wray, Colo.

C. E. Wood has sold his grain warehouses at Lapwai, Sweetwater, and Lewiston, Idaho, to the Alexander Co. of Lewiston.

The Pacific Coast Elevator Co. has sold its warehouse at Rockford, Wash., to a farmers' company, which will operate it.

The new elevators at Straw, Glendary and Lewiston, all in Montana, will be equipped with improved Hall Signaling Distributors.

The Kerr-Gifford Co. has acquired the Kettenbach Grain Co.'s business at Nezperce, Idaho, and installed W. T. McNab as agent.

The McCaull-Webster Elevator Co. of Minneapolis has opened an office in Helena, Mont., and will make it their headquarters for that section.

The Albany Farmers' Co. of Albany, Ore., has been reorganized into the Albany Mill and Elevator Co., which will carry on the business as heretofore.

The Pine Bluff Elevator Co. is erecting a 60,000-bushel house at Pine Bluff, Wyo. The company is composed of capitalists of Pine Bluff and Cheyenne.

The Coeur d'Alene Grain and Milling Co. has succeeded the business of J. W. Wiggers, hay and feed, and the Coeur d'Alene Feed and Cereal Mills at Coeur d'Alene, Idaho.

The Utah-Idaho Elevator Co. has been incorporated in Utah with a capital of \$50,000. The officers are: Ray Van Cott, president, and R. E. Miller, secretary and treasurer.

The Imbler Flouring Mills Co. have thoroughly overhauled and refitted their elevator at Imbler, Ore., and have put it in operation. The mill itself will be in operation shortly.

New grain elevators are being built at five different points on the Palouse-Moscow division of the Inland Empire system in Washington. These, with the thirty elevators in use last year, will give the Inland system ample facilities for the rapid transfer of the grain business offered it. The new elevators are being built at Jefferson,

Steptoe, Ringold, Estes and Viola, three of these points being on the new extension to Moscow.

Three large grain warehouses are in course of construction at Ferdinand, Idaho. The Kerr-Gifford and Balfour-Guthrie warehouses will each measure 60x200 feet and the Vollmer-Clearwater 50x204 feet.

The Union Elevator and Warehouse Co. has been formed by the members of the Liud (Wash.) local of the Farmers' Union. A 42x150-foot warehouse has been erected and an elevator measuring 42x150 feet and 90 feet high built.

#### CANADIAN.

The Hall Co. is erecting an elevator at Tugaskie, Sask.

Another large elevator will be erected at Milestone, Sask.

Four elevators are in the course of construction in Guernsey, Sask.

It is reported that several new elevators will be erected at Delisle, Sask.

T. S. Mathewson is to build an elevator at Griffin, Sask., on the new Stoughton branch of the C. P. R.

The Lumber and Grain Co. of Nanton, Alta., are considering the erection of an elevator at Cayley, Alta.

The Alberta Pacific Elevator Co. is reported as planning elevators for Gleichen, Taher and Killam, all in Alberta.

A 30,000-bushel elevator has been erected at Headingly, Man., by the Western Canada Flour Mills Co., Ltd.

Farmers in the vicinity of Vermillion, Alta., have organized and are planning to erect an elevator at that place.

The New Prague Flour Mills Co. of New Prague, Minn., will shortly add an elevator to the equipment of their plant at Moose Jaw, Sask.

The Farmers' Elevator Co., of Grenfell, Sask., has decided to rent their elevator for this season, and if a favorable opportunity offers the house will be sold.

A party of capitalists, headed by J. H. Plummer of Montreal, have purchased the Moore Elevator at Kingston, Ont., and will put a number of grain barges in commission between that point and Montreal.

The Sunny Belt Grain and Elevator Co. of Lethbridge, Alta., has purchased the elevators of A. L. Foster & Co. at Cardston, Raley and Coaldale, all in Alberta, and is planning the erection of other houses.

The State Elevator Co., Ltd., has incorporated with a capital of \$100,000 and offices at Winnipeg. The provisional directors are: H. B. Stoddart, J. Stewart, T. L. Hartley, Sir W. B. Bowring, W. B. Stoddart and L. B. Stoddart.

The Montreal Harbor Commissioners are installing a number of additional grain conveyors at the docks, so that vessels lying at any of the berths along the piers can be unloaded without being moved. The work will be completed before the season closes.

Capitalists of Fremont, Neb., have recently organized the Goose Lake Grain and Lumber Co. to operate a line of elevators along the new railroad between Goose Lake and Saskatoon, Sask. Robert McClean is president and Willard Noyes secretary. For the present the main offices of the company will be at Fremont, Neb.

The Canadian Elevator Co. has now eight elevators in the course of construction along the line of the Grand Trunk Pacific. The elevators are of a uniform size, 30,000 bushels' capacity, and are located at Venn, Watrous, Young, Nokomis, Landis, Quinley, Redford and Scott. It is expected the work will shortly be started on ten more elevators.

[For the "American Elevator and Grain Trade."]

#### THE NEWS FROM OHIO.

BY H. L. SPOHN.

The accumulation of wheat at this market has reached approximately half a million bushels, all of which has piled up within the past few weeks. For some time a wholesome export trade was carried on, but prices have been out of line to such an extent recently that it has been impossible to deal with foreigners except in a few isolated cases, where it became necessary to do some shipping to hold ocean freight contracts or for some similar reason. It was thought that the bulk of this accumulation would be unloaded in fulfillment of September contracts, but the recent advance has made it look good to hold for later delivery. Farmers are holding onto all kinds of grain and as they do not

need the money they are refusing to sell until prices go still higher.

An active business is being done in oats, and there are now more than 500,000 bushels on hand here. Receipts have been much lighter than was anticipated and there is now little movement from first hands. The quality is splendid and there is no difficulty in placing all the oats that show up in this market, New York and the New England states proving very active customers.

The bulk of Ohio corn is now beyond the reach of damage from frosts and cutting is rapidly progressing in many sections. Both quality and yield will be far in advance of last year's crop. Samples exhibited on the floor of the Produce Exchange were exceptionally fine specimens. The ears were very large and well filled, while the kernels are curing in good shape. A good frost would be a benefit rather than an injury to much of the corn in this vicinity at this time. It is expected that new corn will show up on this market within a few weeks. Reports from Indiana and Michigan are not so favorable. Killing frosts in northern Michigan have already made their appearance and the unusual spectacle of the crop in that section being harvested before that of the more southern districts is presented this year. The quality from that section is said to be poor because of these early frosts.

The real trading feature of the local market has been the clover seed business. Receipts this year have been enormous, and some stupendous seed deals have been made. One which broke all previous records was consummated a few days ago when Frank I. King, acting for some short interests and some new bulls, purchased of Charles Burge, of the S. W. Flower Company, 17,500 bushels of seed at \$6 per bushel. Prices are very low as compared with last year, and especially with last spring, when seed was selling here at \$13.35 per bushel, because of the enormous crop all over this section.

One of the busiest grain men in Toledo is John F. Courcier, secretary of the Grain Dealers' National Association, who is preparing for the coming annual meeting of the organization which will be held at St. Louis, on October 15, 16 and 17. The program will be an unusually interesting one. A large delegation of Toledo grain men will attend the meeting.

A. L. Mills, of the Paddock-Hodge Company, has returned after an extended business trip into old Mexico.

The J. F. Zahm Company received a record corn stalk from central Missouri, last week, and placed it on exhibition at the Produce Exchange. The plant measures sixteen feet in length and is as large around as a man's arm.

The Paddock-Hodge Company will get pay for the car of oats sold to the city of Toledo, the bill for which has been persistently opposed by the city auditor, over the advice of the city legal department. The difficulty was surmounted by the filing of a suit in court, and the confession of judgment by the legal department, which left nothing to be done but to pay.

"Kansas jiggers" have made their appearance in the vicinity of Forest, Ohio, and thrashermen have been driven almost to distraction by the pest. It is a microscopic tick which burrows under the skin, causing an intolerable itching. All the thrashers in that community are complaining of its ravages.

A flattering tribute was recently paid to Ohio wheat, when a letter was received by a Toledo firm, announcing that a shipment of No. 2 Red was of the finest quality ever seen by the British consignee. The wheat was raised on ground that has been farmed for seventy years.

The splendid condition of Hancock County, Ohio, roads is evidenced by the fact that Bert Jacobs recently hauled at a single load, with two horses, 256 bushels of oats, to a Findlay elevator.

E. S. Hanson, D. K. Shoop, S. O. Rothfuss, R. C. Rothfuss and F. J. Spencer have incorporated the Naomi Grain Company, at Naomi, Ohio. The concern is capitalized at \$10,000.

Hiram Walters was struck on the head by a portion of a gas engine, which he was installing in the new elevator at Curtice, O. Although receiving an ugly scalp wound which rendered him unconscious for several hours, he will recover from the injury.

Toledo, O., Sept. 9.

On August 27 the Montreal Harbor Commissioners' elevator accomplished the work of unloading 75,000 bushels of grain from a steamer in 7 hours and 32 minutes. On the previous day 59,000 bushels were handled in 5¼ hours, and on three successive days the elevator handled grain at the rate of 10,000 bushels an hour. The officials in charge of the elevator claim there is no one-leg elevator on the continent which can show a better record.



## COMMISSION

The Ford-Harden Grain Co. has been incorporated at Seattle, Wash., by G. W. Ford and W. W. Harden. The capital stock is \$10,000.

The Andrews Grain Co. is reported to have succeeded the Andrews & Gage Elevator Co. at Minneapolis, the Gage interests having sold out.

Turney Bros. and Compton & Greenfield have opened offices on the Superior (Wis.) Board of Trade and are doing a grain commission business.

The Pless Hay and Grain Co. is the style of a new company that began business at Bellingham, Wash., on September 1. C. T. Pless is manager.

An amendment has been filed to the articles of incorporation of the Iowa-Nebraska Grain Co., Omaha, increasing the capital stock from \$100,000 to \$200,000.

H. M. Stratton has been admitted to partnership in the business formerly conducted by Charles R. Lull. The firm will hereafter be known as Charles R. Lull & Co.

The secretary of the state has licensed McKee & Son of Chicago to deal in grain. The capital stock is \$10,000 and the incorporators are T. M. Wood, F. R. O'Neil and E. R. Jay.

John Farson, of John Farson & Son, Chicago, has applied for membership on the Board of Trade and it is announced that the firm will trade in grain and provisions, operating a private wire to New York.

The Minneapolis-Northern Elevator Co. of Minneapolis has been incorporated with a capitalization of \$100,000 by Charles M. Amsden and Edgar A. Higgins of Minneapolis and Alexander D. Thomson of Duluth.

L. S. Hoyt, who has been in the grain business for over 20 years, has secured an interest in the firm of Montague & Co., Chicago, and will represent them throughout the country. The firm expects to branch out and extend its business into new fields.

Oscar F. Lindman, until two years ago a member of Chicago Board of Trade firm of Lindman & Co., has posted his membership on the Board for transfer and will retire from active business. There has been no recent change in the firm of Lindman & Co., however, nor will there be.

The Brainard Commission Co. of New York City has been incorporated with a capital stock of \$20,000 to deal in grain, produce, etc. The incorporators are William T. Brainard, Wright S. Travis and Annie J. Brainard. The headquarters of the company are at No. 4 Produce Exchange, New York.

Articles of incorporation have been filed by W. A. Miller Hay and Grain Co., St. Louis, Mo. The capital stock is \$10,000, held as follows: W. A. Miller, 23 shares; J. T. Miller, 25 shares; Oscar Haeskamp, 1 share; W. A. Miller, trustee for E. H. Miller, 51 shares. The company will do a general commission business.

The Mark T. Shepherdson Grain Commission Co. of Sioux City, Iowa, has been admitted to membership on the Milwaukee Chamber of Commerce. The company also has memberships on the Chicago Board of Trade, Minneapolis Chamber of Commerce and Duluth Board of Trade and has offices in each of these cities.

The McCaull-Webster Co. and the McCaull-Dinsmore Co. of Minneapolis have entered the Montana field and are erecting elevators and lumber depots at various points in the state. They will make their headquarters for the Pacific Northwest in Helena and it is understood that Minneapolis quotations will be posted daily for the benefit of the trade.

The interest of the late J. V. McHugh in the firm of McHugh, Christensen & Co., Minneapolis, has been purchased by W. O. Timmerman of the Minneapolis Chamber of Commerce and the business will be continued under the style of Stair, Christensen & Timmerman. Mr. Timmerman was for many years secretary and treasurer of Nye, Jenks & Co., Chicago and Minneapolis.

The North Dakota Grain Co. has been organized to do a grain commission business at Superior, Wis., with offices in the Board of Trade. The officers of the new company are: President, T. J. Roth; vice-president, M. J. Cashel; secretary and treasurer, E. L. Cass, and manager, E. P. Nelson. The directors are: C. A. Chase, C. A. Erhart, J. T. Murphy, E. L. Cass and T. J. Roth. E. P. Nelson, who is in charge of the operations of the concern, is one of the best known grain men in the Northwest. He has been connected with grain firms in that territory for many years and went to Superior to organize the weighing department for the Wisconsin Grain Commission. Mr. Cashel is the son of President Cashel of a Grafton, N. D., bank. The other members of the company are

all well known in the city and the financial backing of the concern is said to be excellent. Mr. Cashel will be in the office of the company.

Meadows, Williams & Co., brokers of New York City, with branch offices at Buffalo and Hamilton, Ont., suspended business on August 24. The firm was composed of Harold G. Meadows of Buffalo and Clarence De Witt of New York. Gihson T. Williams of Buffalo was a member of the firm up to about six months ago, when he retired. No statement of liabilities or assets was given out, but it is understood that the latter include memberships in the New York Stock Exchange and Chicago Board of Trade.

A. O. Brown & Co. of New York suspended operations on August 25, the failure being one of the most sensational that has occurred in years. The firm's business was principally in stocks and when the crash came it was found to be short an enormous line, which it found it impossible to swing. There was considerable excitement on the Chicago Board of Trade when the failure was announced, but the firm's interest in grain was light, not to exceed 1,250,000 bushels of wheat, corn and oats. Adolph Kemper, a Board of Trade operator, has a claim for \$2,792, borrowed money.

E. D. Bowen, one of the veteran grain men of Minneapolis, 80 years of age last January, and active on 'change since the day the Chamber of Commerce was organized, has announced his retirement from business. The old shipping firm of E. D. Bowen & Co. will be dissolved and E. D. Bowen, Jr., will associate himself with Chambers, Mackay & Co. Mr. Bowen, who is a native of Wyoming County, N. Y., entered the Northwestern grain trade in 1881, first managing the Como Elevator at St. Paul, and going later to Minneapolis to enter the employ of A. D. Mulford, a pioneer Minneapolis business man, who died recently at Elizabeth, N. J.

### WHAT STORING CORN MEANS.

Reduced to its simplest terms, receiving grain on deposit at an elevator means buying it at the market price when it is delivered and paying for it at the market price when it is sold. Put in other words, the elevator man receives the farmers' grain and bets him it will not be worth as much when it is sold as it is on the day that it is delivered. If grain goes down the elevator man wins, if it goes up the farmer wins. If it goes up enormously, as it has this summer, there is a fair probability that both will lose. That is, the elevator man will go broke and be unable to pay for the grain deposited in his elevator.

This somewhat crudely describes what happened to Harry Riley at Tolono, Ill., according to the understanding of those most familiar with the situation, says the Decatur Review.

"The business of receiving grain on deposit is considerably more complex than this statement would indicate," continues the Review. "The elevator man being in constant touch with the market does not, with a large amount of grain on deposit, calmly sit down and wait for things to happen. When he receives 100,000 bushels of corn on deposit he sells it. It is real corn that he sells and he gets real money for it.

"If corn is worth 75 cents a bushel he has \$75,000 available for use until he has to settle with the farmers, and that money he is permitted to use as he pleases. If he chooses to huck the Board of Trade there is nothing to hinder him. If he is a careful man and wants to protect himself against the dangers of a rise in the market he buys 100,000 bushels of corn for future delivery. This will usually protect him, but not always.

"If he stops at that he is usually pretty safe. But if he chooses he may use the money for speculative purposes. This is a thing which the farmers who deposit their grain at elevators seldom think of, that they are not only participating in a gamble but are without any sort of protection, furnishing the elevator man with the sinews for any kind of speculation that he cares to indulge in.

"Grain men agree that depositing grain at elevators is bad, essentially and thoroughly bad, for the farmers and for the elevator men, and at the present moment they need no more vivid illustration than the Riley failure. And Riley's methods were really worse than the ordinary; in the first place because he made no storage charges, which at the usual rates would about cover the cost of handling the grain, and in the second place because he accepted it for an unlimited time.

"Some farmers in the vicinity of Tolono had as many as three crops of corn on deposit at Riley's elevator, others two and many of them one. It was stated by one authority that there were about 100 depositors and the total of the deposits were in the hundreds of thousands. Some farmers have 10,000 or 12,000 bushels so deposited, and they are involved to the extent of \$7,000 or \$8,000."

## CROP REPORTS

Ohio corn, while uneven and spotted, has excellent prospects in many sections of the state and a large yield seems assured.

The Michigan state report for September gives wheat a quality of 99, as against 84 a year ago. The corn condition is placed at 78, the same as last year. The oats yield is much better than last year.

Heavy rains in mid-August, coming at the end of a long drouth, greatly helped crops in Indiana. Nevertheless, the total yield for the state will probably fall below the average, due to later drouth and frost.

The Oklahoma State Board of Agriculture reports the growing condition of corn in that state on August 25 as being only 73.6 per cent as compared with last year. Hay, both meadow and alfalfa, promises well.

Nebraska farmers have been selling their reserves of old corn, which would indicate that the crop in that state is "made." The corn is reported to be in excellent condition and will be out of danger from frost by September 20.

The Missouri corn crop will be considerably under last year's, being placed at 72, as against 83 a year ago, with the acreage reduced about 10 per cent, due to excessive spring rains. Dry weather has reduced the wheat acreage sown this fall.

Reports from the leading oats states indicate that the oats yield will be the smallest in over twenty-five years. In Illinois, Iowa and Minnesota, the leading oats states, the crop is far below the average. The total crop is estimated at about 793,000,000 bushels.

Illinois crops show a loss for this season, due principally to the wet spring, which reduced the corn area by 514,366 acres, and to small plantings of oats and rye. Corn will be much short of last year, particularly in the southern division. The average yield of winter wheat is a trifle low, being dragged down by the poor harvest in the southern counties. The oats area is the smallest in sixteen years, with the yield inferior to any since 1895, both in quantity and quality.

Foreign crops, according to Broomhall's "Corn Trade News," will be only moderate in volume this year. Russia's corn crop looks to be the best on record and her barley and oats of average yield, but wheat, both spring and winter, and rye will be much under the average. The German crops are reported vaguely as being good, with the Austro-Hungarian and Belgian crops considerably below the average. The French wheat crop is estimated at 340,000,000 bushels, which falls slightly below the usual figure.

Despite stories of heavy frost in western Canada, it is asserted that the wheat yield will be large. Estimates on the crop in the Dominion Northwest vary from 111,750,000 to 102,000,000 bushels. Secretary Fowler of the Northwestern Grain Dealers' Association of Winnipeg has put forth an estimate of 107,184,000 bushels for wheat; 95,155,500 bushels for oats; 24,599,415 bushels for barley and 1,424,330 bushels for flax. The wheat crop of Ontario is estimated at 16,750,000 bushels, a little over 1,000,000 bushels higher than last year.

The government report for September 8 gives the condition of corn on September 1 as 79.4 per cent, as compared with 82.5 last month and a ten-year average on September 1 of 81. On the popular basis of computation this would indicate a total yield of 2,598,000,000 bushels for this year. Comparisons for important corn states are as follows:

States.	Per Cent of U. S. Acreage	
	Sept. 1, 1908.	Ten-Year Average, in State.
Illinois .....	72	84 9.2
Iowa .....	80	83 9.0
Texas .....	85	75 7.8
Missouri .....	72	81 7.5
Nebraska .....	82	78 7.5
Kansas .....	72	71 6.9
Oklahoma .....	78	77 4.9
Indiana .....	69	87 4.5
Georgia .....	84	85 4.5
Ohio .....	82	84 3.4
Kentucky .....	80	86 3.3
Tennessee .....	84	82 3.0
Alabama .....	84	84 3.0
North Carolina .....	84	84 2.8
Arkansas .....	80	80 2.6
Mississippi .....	87	80 2.6
All others .....	84	84 17.5
United States .....	79.4	81.0 100.0

The average condition of spring wheat when harvested was 77.6 per cent of a normal, as compared with 80.7 last month and a ten-year average



when harvested of 77.9. Comparisons for important spring wheat states are as follows:

States.	Sept. 1, 1908.	Ten-Year Average.	Per Cent of U. S. Acreage in State.
North Dakota.....	75	75	33.4
Minnesota .....	81	78	30.3
South Dakota.....	83	78	16.7
Washington .....	55	88	5.7
All others.....	79	83	13.9
United States .....	77.6	77.9	100.0

The average condition of the oat crop when harvested was 69.7, against 76.8 last month and a ten-year average when harvested of 80.7. Comparisons for important oat states are as follows:

States.	Sept. 1, 1908.	Ten-Year Average.	Per Cent of U. S. Acreage in State.
Iowa .....	65	81	14.4
Illinois .....	55	80	12.6
Minnesota .....	65	85	8.5
Nebraska .....	69	76	8.1
Wisconsin .....	83	86	7.4
Indiana .....	56	82	5.3
Ohio .....	65	85	4.9
Michigan .....	82	85	4.5
North Dakota.....	72	82	4.4
South Dakota.....	75	88	4.3
New York.....	86	87	3.8
Pennsylvania .....	81	83	3.2
Kansas .....	68	65	3.1
Missouri .....	59	72	2.0
All others.....	80	80	13.5
United States .....	69.7	80.7	100.0

The average condition of buckwheat on September 1 was 87.8, against 89.4 last month and a ten-year average of 86.5. The average condition of flaxseed on September 1 was 82.5, against 86.1 last month and a five-year average of 87. The average condition of barley when harvested was 81.2, against 83.1 last month and a ten-year average when harvested of 83.5. The preliminary estimate of the area of rye harvested is 1.9 per cent less than last year. The preliminary estimate of yield per acre is 16.4 bushels, against 16.4 bushels last year and a ten-year average of 15.8. The indicated total production is 30,921,000 bushels, against 31,566,000 bushels finally estimated in 1907. The quality of the crop is 92.7, against 91.6 last year.

Iowa appears to lead the corn states this season. A slight frost in the latter part of August did some injury to lowland crops, but the prospects on the whole are very bright. Professor Holden, the feed corn expert, estimates the yield at 350,000,000 bushels, as against 290,000,000 by the government, and a lesser amount by the state board. All things considered, Iowa will probably surpass all the other states this year, provided the weather continues favorable and the frost holds off. Oats in Iowa is very light, both in yield and in weight. Both crops are a trifle backward.

Secretary Coburn's report of August 28 on Kansas crop conditions gives an estimate of 73,600,000 bushels on the wheat yield, the bulk reported as of "good merchantable quality," with the larger average yields in the northeastern counties. The corn condition is given as 68.7, a decline of 5.3 points from last year, which is offset, however, by the larger acreage, amounting to 243,403 acres more than last year. The big corn counties at the north show fine condition, and the yield for the entire state is estimated at 185,000,000 bushels, against 155,000,000 a year ago.

The regular annual meeting of the New York State Hay Dealers' Association was held at Syracuse on August 11, with the largest attendance on record. Future prices were liberally discussed, and in view of the large crop, together with a liberal amount of the 1907 crop left over and the falling off of trade, the consensus of opinion was that a low range of values would prevail. A very interesting address on the "Value of Market Hay" was given by Mr. H. B. McClure, of the Washington Agricultural Department. The officers elected were: B. A. Dean of Auburn, president; D. S. Wright of Weedsport, vice-president; C. A. Coleman of Savannah, secretary; E. H. Dudley of Bath, treasurer; directors, Edward Vreeland, Brooklyn; A. A. Hanks, Jersey City; F. B. Akin, Trumansburg; F. S. Smith, Boston. It was decided that in future the annual meeting should be of two days' duration, and be held at Syracuse.

Grain men at Portland, Ore., on August 25, estimated that about 10,000,000 bushels of new crop in the Pacific Northwest had been sold. Nearly all this wheat was bought by a few exporters, the smaller dealers not being able to operate to a great extent because of the high prices offered by exporters.

## HAY AND STRAW

An 80-ton alfalfa mill has been opened at Wiley, Colo.

J. Kuyrkendall is erecting an alfalfa mill at Artesia, N. Mex.

An alfalfa mill is to be built on the Chance ranch at Tehama, Cal.

The new 15-ton alfalfa mill at Whitewater, Kan., has been put in operation.

G. F. Ingram of Wichita, Kan., is building an alfalfa mill at Beloit, Kan.

Severe rains in the latter part of August caused some injury to the hay crop in Louisiana.

An alfalfa mill will be constructed in connection with the sugar factory now going up at St. Francis, Kan.

J. E. Murphy's new \$25,000 alfalfa mill at Echo, Ore., is about completed, and will be started up as soon as possible.

G. Ellis, J. Coutts, Professor Deller and I. W. Brown have formed the "Colton Hay and Fodder Co." at Colton, S. D.

The old alfalfa mill of Hatch Bros., at Fowler, Kan., has been moved to a new location and is being entirely remodeled.

The large hay barn at Kaufman, Tex., just completed and filled by J. A. Anderson, was struck by lightning and burned on August 19.

A. G. Collins and A. H. Hill are planning the erection of an alfalfa meal mill at Burrton, Kan., to replace the one destroyed by fire last spring.

The Otto Weiss Alfalfa and Stock Food Co. has determined to build a \$3,000 addition to the plant at Wichita, Kan. Work will be commenced at once.

The hay sheds owned by Henry McMorran, at Jeddo, Mich., were burned with their contents on August 15. The loss is \$1,200, with \$1,000 insurance.

Machinery is now being installed in the Hutchinson Alfalfa Products Co.'s plant at Hutchinson, Kan. Power will be furnished by a 140-horsepower gas engine.

The last two weeks in August showed a very perceptible falling off in the hay trade in New York. Since September 1, however, the demand has increased.

Two hundred and fifty delegates, representing twenty-six counties in Wisconsin, met at Grand Rapids in August to organize a potato and hay growers' association.

Work has been started on the construction of the new plant of the Salina Alfalfa Meal Co., at Salina, Kan. The work is under the direct supervision of Manager Underwood.

An alfalfa mill is being built at Dodge City, Kan., in connection with Martin Bros.' elevator. The mill will be known as the "B. & M." The new enterprise has been launched by H. R. Brown and Martin Bros.

Last year's shortage in the Tennessee hay yield has led the planters of the state to pay more attention to that crop this season, and the result is one of the best hay crops in years. The pea hay is especially large and fine.

The inspection of new hay at the Baltimore Chamber of Commerce, which began on September 1, has shown this season's crop in that section to be of the finest quality. Favorable weather during the harvest greatly helped the farmers.

E. N. Slocum of Dodge City, Kan., has made a proposition to the township board of Cimarron, Kans., to take over the old mill at that place, which is owned by the township, and transform it into an alfalfa mill. A final decision has not yet been reached.

The United States consul at Cologne reports that no timothy is raised in Germany and not much of any distinctive grass for hay, "the fields seemingly producing a mixture of varieties much resembling the natural growth on an Illinois prairie." This grass, when cut, yields exceedingly well, the lower growth being very heavy, owing to the fact that generally the meadows are irrigated. Harvesting is done mostly by hand. Two crops are always taken from the meadows annually and sometimes three.

H. H. Driggs, chairman of Vice-Presidents of the National Hay Association, says: "We are confronted with the largest crop of hay we have had in years, and there is no part of the country but what seems to have had enough to take care of its own requirements. Hence it will stand all members in hand to be exceedingly careful in making purchases. Last year our report showed 95 per cent of a full crop throughout the hay producing states. However, this was not taken seriously

until after the railroads seemed to have an abundance of equipment; all know what happened then; to-day we are not only confronted with a large crop, but we have from 15 to 20 per cent of last year's crop, which must be added."

### THE NATIONAL ALFALFA MILLERS' ASSOCIATION.

The National Alfalfa Millers' Association was organized in Wichita, Kan., on Aug. 18, 1908. About sixty representatives were present from five different states. Dr. J. T. Axtell of Newton, Kan., called the meeting to order and nominated F. K. Webster of Topeka, Kan., as temporary chairman. C. L. Wells was chosen secretary.

After considerable discussion of freight rates, on question of organization a committee was appointed to frame Constitution and By-laws and permanent organization. The committee reported in a short time and a Constitution and By-laws similar to the Millers' Club was adopted. Officers for the ensuing year were elected as follows:

President—Dr. J. T. Axtell, Newton, Kan.

First Vice-President—I. S. Woodward, Wichita, Kan.

Second Vice-President—L. L. Wiles, Cherokee, Okla.

Third Vice-President—H. D. Yoder, Kansas City, Mo.



DR. J. T. AXTELL.

Fourth Vice-President—H. Cassidy, Boulder, Colo.

Secretary—Alva Wing, Wichita, Kan.

Treasurer—H. C. Thompson, Wichita, Kan.

Executive committee to consist of president and four vice-presidents. Committees on freight rates, weights, grades, etc., were appointed by the chair to report to the secretary.

President Axtell then addressed the meeting as follows:

"I thank you, gentlemen, for the honor you have conferred upon me. I do consider it an honor to be president of the National Alfalfa Millers' Association. Alfalfa milling, in my opinion, has a great future. One year ago but little was known or heard about it, to-day we have nearly fifty mills in operation or in process of erection, and we have scarcely begun. A mill will be profitable in every town of all this alfalfa growing country. The reason is this: To be kept in health and condition and make proper growth all animals need their food properly balanced. Kentucky blue grass pasture is one part protein to five parts carbo-hydrates, and experiment stations generally over the world have found that a similar proportion is about what is needed. Now an analysis of all the products of the farm, prairie hay, cane, kaffir corn, oats and wheat straw and all the grains, in fact everything raised on the farms in all this country except skimmed milk, wheat bran and alfalfa needs the addition of protein to make it a properly balanced or healthy food. Skimmed milk and bran cannot be produced in sufficient quantities to supply the demand; we must then depend on alfalfa.

"To ship our alfalfa we must bale it or grind it. In baling alfalfa we add nothing to its value as a food nor the method of feeding. Incidentally, we lose a large number of the leaves which are the cream of the alfalfa. Notice a bale that has been handled and shipped and it looks like a bundle of stems. There is the same waste by



throwing out of the manger and getting under foot and of leaving the stems or the leaves according to the taste of the animal fed.

"The alfalfa meal has added from 25 to 40 per cent in digestibility by grinding, all the leaves are saved and it is fed with no waste whatever. It can also be mixed with the grain where it belongs and a known quantity can be fed. The balers will go out of business where there is an alfalfa mill. Economy in shipping is also an important item. Almost twice as much meal may be shipped in a car as of baled hay. Then it is in even 100-pound bags, so there is no trouble about weights.

"We hear of wornout farms all over the East, and it is true we cannot continue to raise wheat year after year on even our fertile Kansas farms. But we can raise a few crops of alfalfa and renew our soil. Think of raising five big crops of alfalfa a year and wonderfully increasing the value of your land while you are doing it!

"A new industry is started in our midst, the extent of which cannot be estimated! About one ton of corn per acre or one-half ton of wheat per acre is a good average yield. From three to five tons of alfalfa may be raised on the same land. One pound of alfalfa meal added to a pound of corn is equal in feeding to two pounds of corn. The possibilities of alfalfa milling are wonderful! I am proud to be an alfalfa miller."

The meeting then adjourned. The next meeting will be held in Kansas City on the first Tuesday in February.

#### ORGANIZATION AMONG ALFALFA GROWERS.

Alfalfa farmers in the Southwest have begun to display a progressive and aggressive spirit. Within the past few months some four associations have been formed among the growers. The earlier of these, the Roswell Alfalfa Co. and the Pecos Valley Alfalfa Association, have now been in operation for some time and have been signally successful. More recently the Mesilla Valley Alfalfa Growers' Association at Las Cruces, N. M., and the Artesia Alfalfa Growers' and Shippers' Association, at Artesia, N. M., have been formed.

An official of the Artesia Association explains their purpose as follows: "We aim to secure the best price possible for our hay, to obtain fair and equitable freight rates, to secure satisfactory adjustment of excessive charges and unjust claims by commission men or others, to secure from the railroad company prompt and adequate car service, to bring our alfalfa to the highest point of excellence, and to provide means for the employment of inspectors, weighers, salesmen and other assistants necessary. Our Association has not in operation or contemplation a general warehouse for the holding of our crops; each member holds his produce until called for by the Association. Some of our members have warehouses of their own that will hold 10 to 15 carloads of hay, and other buildings of the same or larger capacity are under contemplation. It has never been thought feasible to establish a central warehouse for the storing of alfalfa hay, for the reason that no matter how dry or how tight the bales are compressed, it will lose in weight and would be a very difficult matter to determine how much any single lot of hay would lose, for hay placed in different points in the room would lose more or less than hay placed in other parts of the same room."

#### ANNUAL MEETING OF MICHIGAN HAY ASSOCIATION.

The eighth annual meeting of the Michigan Hay Association was held at Flint on August 19 and 20, with about one hundred and twenty members present. President Meacham called the meeting to order at 2 o'clock, Wednesday, in the assembly room of the Hotel Dresden. In his annual address the president briefly summarized existing conditions in the trade, and sounded a note of caution in regard to this year's market, appealing to all to work in the interests of the Association.

The president announced the following committees:

Auditing and Nominating—Smith Young, Henry Carr, C. W. Baker, O. E. Tracey.  
Committee on Place—Albert Todd, Mark Van Buskirk, Burdick A. Potter, W. B. Van Zandt, B. W. Walker.  
Committee on Resolutions—J. A. Heath, F. M. Sheffield, O. C. Brown, R. Switzer.

A motion was made and passed that a semi-annual meeting be held in January. The remainder of the session was given over to committee reports, addresses, and a discussion on crop conditions.

The Thursday morning session began with the report of the chairman of the board of directors. Following this President Neizer of the National Hay Association made a short address, appealing to members of the state Association to join in the national movement. Secretary-Treasurer E. C. Forrest then presented his annual report, showing a total membership of one hundred and thirty-

seven and a balance on hand of \$335.39. Reports by the county vice-presidents were next in order, followed by a paper by W. A. Bunting, on "How Best to Eliminate Short Weights."

The committee on nominations reported as follows:

President—Mark Van Buskirk, Flint.  
Vice President—Geo. L. Hinchman, Hastings.  
Secretary-Treasurer—E. C. Forrest, Saginaw.  
Directors—W. H. Meacham, Holley; C. E. Baker, Williamston; D. Mansfield, Remus; Frank Diamond, Mayville; J. L. Morris, Casnovia; Harry Recor, St. Clair.

The report was approved. The committee on place reported Lansing as the place of holding the next meeting, which was also approved. After the report of the resolutions committee the convention adjourned, sine die.

## FIRES-CASUALTIES

F. L. Warner's Elevator at Ballard, Ill., burned on August 23, with a loss of \$10,000.

Lightning damaged the elevator of the Eagle Roller Mill Co., at Porter, Minn., on August 16.

A bolt of lightning caused considerable damage to Carver's Elevator at Shakopee, Minn., last month.

Lightning recently set fire to the elevator at Alta, N. D., and the structure was burned to the ground.

The grain warehouse of the Waterville Milling Co. at Waterville, Wash., collapsed recently. The loss is about \$1,000.

Willis Reames had his hand severely lacerated by a traveling scoop in the elevator at North Lewisburg, Ohio, last month.

A fire originating at the exhaust valve caused a slight loss in the elevator of George Messelheiser at Alexander, Iowa, last month.

Sparks from a locomotive caused a general fire at Grover Hill, Ohio, on August 15, in which Owen's Elevator was destroyed.

Fire in the warehouse of Straub & Sons, at Helena, Ark., on August 14, destroyed several thousand dollars' worth of grain.

The Lyon Elevator Co.'s house at Alfred, N. D., was struck by lightning on August 28 and totally destroyed. The loss is covered by insurance.

The elevator of A. R. Anderson at Elizabethtown, Ind., was destroyed by fire in August. The loss was about \$8,000, with only \$4,700 insurance.

A small fire was discovered in John J. Guild's elevator at Geneseo, Ill., on August 24, but was extinguished before it had done much damage.

The Farmers' Elevator at Edmore, N. D., was totally destroyed by fire in August. The insurance is \$5,500. The elevator will be rebuilt at once.

The left leg of Charles Bechdel was so severely crushed in a belt carrier at the Rockwell Elevator in Chicago on August 25 that amputation may be necessary.

A supposedly incendiary fire in the Canadian Pacific yards, at Minnedosa, Man., destroyed the grain elevator and considerable rolling stock on August 16.

The Pacific Elevator at Granum, Alberta, was entirely destroyed by fire on August 30. The building was filled with last year's wheat, which was also destroyed.

The Lyon Elevator at Denhoff, N. D., was struck by lightning recently and burned to the ground. Part of the contents was saved. The elevator will be rebuilt at once.

The elevator of C. P. Dodd at 1406 Delaware Street, Louisville, Ky., was destroyed by a fire, supposedly set by tramps, on September 3. The loss is about \$25,000.

The elevator of the Geo. C. Harper Co., at Emmons, Minn., was completely destroyed by fire in the middle of August. The loss is \$4,500, partly covered by insurance.

The Brinton Elevator at Roelyn, Iowa, owned by the S. J. Button Co., of Sheldon, Ill., was burned to the ground on August 29. The cause of the fire has not been ascertained.

The elevator of A. Bigger at Jeddo, Mich., was destroyed by fire on August 15, with a loss of \$10,000, with \$9,000 insurance. The fire was caused by a defective gas engine.

The two elevators at Ridgeville, Ill., owned by Madden Bros., were destroyed by fire on September 3. Twelve thousand bushels of oats stored in the elevators was also a total loss.

The Gabel Elevator at Larned, Kan., was wrecked last month and 22,000 bushels of wheat spread out on the ground. The wreck was caused by the loading of several cars from the bottom of the big west bin, which caused the wheat at the top to rush downward with a pressure sufficient to

burst the walls. The loss is a severe one to the proprietors and to that section. Gabel Bros. will immediately rebuild.

A fire at Flandreau, S. D., on September 3, destroyed the Farmers' and Cargill Elevators at that place. Much grain was lost in the Farmers' Elevator. The Cargill house was empty.

A fire at Peotone, Ill., on August 21, totally destroyed the Brandt Elevator, ruined the feed store of Martin & Arnold, and damaged a number of residences. The total loss is estimated at \$20,000.

The elevator of Deffenbaugh & Risser at Columbus Grove, Ohio, was wrecked by a boiler explosion on August 19. Curtis Lytle, the fireman, was instantly killed. The total loss will reach about \$20,000.

An incendiary attempt was made to burn the grain house being constructed by Z. Gingrich, at Meyerstown, Pa., last month, but the fire was discovered and extinguished before much damage was done.

On August 23 the elevator of the Crown Milling Co. at Belleville, Ill., was totally destroyed by a fire of unknown origin. The loss on the elevator and its contents is about \$30,000, partially covered by insurance.

Fire caused a loss of \$100,000 in the feed mill and elevator of A. A. Engle at Buffalo, N. Y., on August 22. The building was not a total loss, but the grain within it was ruined. The cause of the fire is unknown.

The Neola Elevator at Persia, Iowa, recently collapsed with over 10,000 bushels of grain in storage, despite the fact that the building had been strengthened but a few hours before by the use of heavy timbers.

The American Wholesale Grocer Grain Elevator at Newport, Ark., was struck by lightning September 6 and burned to the ground. The loss, including the refrigerator plant and freight sheds, is about \$35,000; heavily insured.

Fire of an unknown origin destroyed the grain elevator and flour mill of the R. L. Houk Co. at Good Thunder, Minn., on September 7. The loss on the mill and elevator will reach \$25,000, with about \$10,000 on the stock. The insurance amounts to \$20,000.

During repairs to the Farmers' Elevator at Litchfield, Minn., on August 12, August Westerberg and Frank Nelson were badly hurt by a fall to the bottom of one of the wheat pits. Several bones were broken, but no more serious injuries were discovered.

The Crystal Farmers' Elevator Co.'s house at Voltaire, N. D., was struck by lightning on August 28 and burned to the ground. Negotiations for the sale of the elevator to the Voltaire Farmers' Elevator Co. had been completed, but the papers had not been made out, so the loss falls on the Crystal Farmers' Co.

Underwood, N. D., was visited on August 26 by its second severe fire within a few months. Lightning struck the Soo depot, which was burned, and the fire spread to the Farmers' Elevator and the Eyres Elevator adjoining, both of which were destroyed. The total loss is about \$15,000, nearly covered by insurance.

The elevator of the Red River Transportation Co., near Oslo, N. D., is causing the company much trouble and expense. Although the elevator was placed on piling last year, it has started to slide very slowly toward the river, and in a very short time will be unsafe. Several engineers have examined the elevator and determined to move it back on the river bank 100 feet from its present location, so as to get it on a firm foundation. The railroad track will be placed on piling between the elevator and the river. A conveyor will be put in for the purpose of transferring the grain from the barges.

The funeral of Miss Martha Williams, the daughter of B. S. Williams, of Sheffield, Ill., one of the well-known grain dealers of that state, took place Sunday, August 6. Miss Williams and her mother were seriously injured on July 23, near Fairview, Colo., by the derailment of two cars on a Colorado Springs & Cripple Creek railway train. In the party were Mr. and Mrs. Williams and daughter and Mr. and Mrs. P. W. Booth, the latter being Mr. Williams' sister, and they had but recently gone to Colorado on a month's outing. Miss Williams died the day following from her injuries and Mrs. Williams was confined in St. Francis Hospital, Colorado Springs, until the first part of September, when she was able to be brought home to Sheffield, and is now on the way to recovery from her injuries. A number of grain men, friends of Mr. Williams, attended the funeral from Chicago. Mr. Williams succeeded his father in the grain business at Sheffield, and has been himself engaged in the grain interests there for upwards of thirty years.



## IN THE COURTS

Complaints have been made to the Interstate Commerce Commission against the Boston & Maine Railroad, alleging illegal elevator charges on grain shipments from Ogdensburg, N. Y., to Boston.

Louis Canner, otherwise called Benjamin S. Canner, doing business under the firm name of the Marshall Hay and Grain Company, has been petitioned into involuntary bankruptcy at Boston, Mass., at the instance of three creditors whose claims amount to \$6,200.

Creditors of C. D. Holbrook & Co. of Minneapolis, Minn., have filed a petition in the federal court asking that the firm be adjudged bankrupt. The company, which was a copartnership of Chas. D. Holbrook and Edwin L. Olds, was engaged in buying and selling grain elevator machinery.

The South Park Grain Co. of St. Joseph, Mo., has taken steps to liquidate and go out of business. A deed of trust has been filed with the county recorder, creating W. S. McLucas, manager of Byers Brothers' Commission Co., trustee of the firm's entire business and property.

Gail Bros. Grain Co. of Cincinnati, Ohio, has commenced suit in the Circuit Court of Cass County, Illinois, against the Baltimore & Ohio Southwestern for \$8,000, alleged to be due for damage owing to delay in shipment. The shipment in question was one of forty-three carloads of corn from St. Louis, Mo., Arenzville, Ill., and other points.

The sheriff has taken possession of the elevator of the Chanute Grain Co. at Parsons, Kan., under a foreclosure of a chattel mortgage held by the First National Bank of Chanute for \$11,000. The company operates elevators at Parsons, Chanute, Erie, Shaw, Kimball, Savonshurg, Stark, Walnut, St. Paul, Geneva, in Kansas, and Welch, Okla. The company expects to reach a quick settlement and open all the elevators again within a short time.

The Salem Flouring Mills at Salem, Ore., has filed a complaint in the Circuit Court, asking for an injunction to restrain the Oregon Electric Co. from lowering its bridge over the North Mill ditch, in that town. The plaintiff alleges that such lowering will obstruct the flow of water so that it will be unable to grind in the event that the mills should ever resume operation. The mills in question were destroyed by fire about three years ago, and as yet no steps have been taken toward rebuilding.

Schulenberg Bros., proprietors of an elevator at Mardenis, Ind., have filed suit in the Circuit Court for \$10,000 against H. C. Silver, formerly proprietor of the elevator at Mardenis, alleging breach of contract. Schulenberg Bros. purchased their elevator at Mardenis of H. C. Silver less than five years ago, the contract of sale stipulating that the latter should not engage in similar business in that vicinity within five years. Last fall W. H. Silver began the construction of a new elevator at Mardenis, of which, the plaintiff claims, H. C. Silver is the actual owner. Meanwhile the farmers of that section are profiting by the competition of the two firms.

C. M. Poole of Fort Worth, Texas, has filed suit in the District Court at Fort Worth for \$30,000 damages against the Fort Worth Grain and Elevator Co. The plaintiff, a long time employee of the company, was assigned to work in the machinery department on July 21, following a lay-off due to sickness, and assured that all the machinery was in good order and safe. While discharging his duties he was struck by a belt which broke near him, hurled upon an axle, and terribly lacerated, several ribs broken, and the spine permanently injured. He was taken out supposedly dead and only regained consciousness while the undertaker was preparing his body, narrowly escaping burial alive. In view of all this, the plaintiff asks damages to the above mentioned amount.

Suit to enjoin the C., N. O. & T. P. Railroad and the L. & N. Railroad from dispensing with \$1.50 per car compensation, for many years granted grain companies for loading cars, was filed by several grain firms in the United States Court, at Covington, Ky., on September 1. The railroads have not had the facilities for loading cars with grain, and the grain dealers have been performing the service for them. For this the railroads have been paying \$1.50 a car. A recent order issued by the railroad dispenses with this pay after September 10. The companies suing are: The Cincinnati Grain Co., Interstate Grain Co., Van Leunen Grain Co., Early & Daniel Co., Union Grain & Hay Co., J. H. Hermes & Co., Ellis & Felming, Aug. Ferger & Co. and the Standard Hay & Grain Co.

## ARBITRATION AWARDS.

The arbitration committee of the Kansas Grain Dealers' Association (I. A. Prihble, F. B. Bonebrake and C. A. Smith) on August 13 made the following decision:

The Early Grain and Hay Co. vs. the C. B. Gaunt Grain Co.—In the above style case it appears that the defendant, the C. B. Gaunt Grain Co. of Wichita, Kan., sold the plaintiff, the Early Grain and Hay Co. of Amarillo, Tex., on February 27, 1908, one car red-top cane seed, shipper's weights and grades, and that the plaintiff alleges failure of the defendant to furnish the kind of seed contracted for.

Your committee finds that the C. B. Gaunt Grain Co., in so far as the quality of the seed is concerned, have given the defendant all the evidence necessary to prove that they furnished the kind of seed contracted, although the question is not an issue, for the reason that the seed was sold shipper's inspection. We, therefore, deny the plaintiff's claim of \$43.40 account alleged difference between the kind of seed contracted for and the kind of seed shipped.

However, your committee finds that the defendant has not furnished the proper affidavit of the weight of the cane seed in said car. Therefore, your committee award the Early Grain and Hay Co., the plaintiff, the full amount of shortage claimed by them, or 940 pounds, at \$2.32 per cwt., or \$21.50 less freight at \$1.09 or \$20.71.

It is, therefore, ordered that the defendant, the C. B. Gaunt Grain Co., promptly pay to the plaintiff, the Early Grain and Hay Co., the amount of this award, \$20.71, and the secretary is instructed to return to the defendant his deposit fee.

The same committee on August 27 made the following decisions:

Bennett Commission Co., plaintiff, Topeka, Kan., vs. A. W. Wickham & Co., defendant, Salina, Kan.—In the above-styled case your committee, after carefully examining all the papers furnished, and summing up the evidence adduced at the hearing of said case, in which the Bennett Commission Co. of Topeka, Kan., alleged a loss from failure, neglect and refusal of the defendant, A. W. Wickham & Co., Salina, Kan., to fill contract of sale for two cars dark No. 2 hard milling wheat, find that, according to Rule 4, under the heading "Confirmations," the sale was never completed, as the defendant, upon receipt of plaintiff's confirmation, immediately notified them that they could not comply with the terms specified.

We, therefore, deny that said plaintiff, the Bennett Commission Co., have any claim whatever upon said defendant, A. W. Wickham & Co., by reason of alleged failure, neglect and refusal to fill contract aforesaid, and render our decision, according to Rule No. 4, which is as follows:

"Upon receipt of said confirmation the parties hereunto shall carefully check all specifications named therein and upon finding any difference shall immediately notify other party to the contract by wire, except in the case of manifest errors and differences of minor character, in which event notice by return mail will suffice."

Your committee further finds that had said plaintiff used proper business judgment in protecting his alleged sale, he could have easily secured the wheat to fill his contract, as by his own testimony he admits that the condition of the market between the time he alleges to have purchased this wheat and the expiration of alleged contract there was no material change, and by reason of said sale not having been completed by the defendant, your committee considers all other testimony as immaterial and unnecessary.

It is further ordered that the plaintiff, the Bennett Commission Co., deposit with the secretary of our association the costs of this case, \$7.10, as per itemized statement attached hereto, and the secretary is instructed to return to the defendant his deposit fee.

T. H. Bunch, plaintiff, Little Rock, Ark., vs. C. B. Tripp, defendant, Centralia, Kan.—This is a case wherein the defendant, C. B. Tripp of Centralia, Kan., sold the plaintiff, the T. H. Bunch Co. of Little Rock, Ark., 3,500 bushels of No. 3 or better white corn and 5,500 bushels of No. 3 or better mixed corn, destination weights and grades, which in this case would be Little Rock, Ark.

The evidence furnished by the plaintiff shows that according to official grade certificates not a single car of this corn graded according to contract, but on the contrary six cars of this corn graded No. 4 and two cars "no grade." We further find that said plaintiff applied said cars on contract at a reasonable discount, which, according to the evidence furnished, your committee considers was equitable and just.

However, your committee also finds that there is a general discrepancy in weights, the railroad weights on several cars being much nearer invoice than the weights returned by the plaintiff, and as the records in the case show that plaintiff had

made a proposition to the defendant to allow railroad weights to govern in final settlement of said cars (the plaintiff agreeing to put in claim against the railroad company for said shortages, as it was apparent that grain was lost in transit), and taking into consideration the facts as shown by both the papers and the testimony in the hearing before your committee, we unanimously decided, in justice to both parties, to compromise the differences, and have, therefore, awarded the said plaintiff the sum of \$150.

It is, therefore, ordered that the defendant, Mr. C. B. Tripp of Centralia, Kan., promptly pay to the plaintiff, the T. H. Bunch Company of Little Rock, Ark., the amount of this award, \$150; and the costs of this case, which are \$7.10, are to be equally divided between the parties hereto, detailed statement of said expenses attached.

## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL.B., of the Chicago Bar.]

### Not Engaged in Interstate Commerce.

The Supreme Court of the United States says that the sole question presented in the cases of Ware & Leland, plaintiffs in error, vs. Mobile County, and vs. State of Alabama, 28 Supreme Court Reporter, 526, was whether the Alabama statute was an attempt to regulate interstate commerce in providing that "for each person engaged in the business of buying and selling futures for speculation or on commission, either for themselves or for other persons, and each place of business commonly known as cotton exchanges, or stock exchanges, and sometimes called 'bucket shops,' in towns and cities of 20,000 inhabitants or more, \$500; in all other towns and cities, \$250; but this shall not be held to legalize any contract which would otherwise be invalid." If the plaintiffs in error were shown to be engaged in interstate commerce, then the statute was void, as an attempt by a state to regulate the commerce which the Constitution of the United States places within the exclusive control of federal authority.

The plaintiffs in error were brokers who took orders and transmitted them to other states for the purchase and sale of grain or cotton upon speculation. They were, in no just sense, common carriers of messages, as are the telegraph companies. For that part of the transactions, merely speculative and followed by no actual delivery, it cannot be fairly contended that such contracts are the subject of interstate commerce, and concerning such of the contracts for purchases for future delivery as resulted in actual delivery of the grain or cotton, the stipulated facts showed that when the orders transmitted were received in the foreign state the property was bought in that state and there held for the purchaser. The transaction was thus closed by a contract completed and executed in the foreign state, although the orders were received from another state. When the delivery was upon a contract of sale made by the broker the seller was at liberty to acquire the cotton in the market where the delivery was required or elsewhere. He did not contract to ship it from one state to the place of delivery in another state. And though it was stipulated that shipments were made from Alabama to the foreign state in some instances, that was not because of any contractual obligation so to do. In neither class of contracts, for sale or purchase, was there necessarily any movement of commodities in interstate traffic because of the contracts made by the brokers.

These contracts were not, therefore, the subjects of interstate commerce any more than in the insurance cases, where the policies are ordered and delivered in another state than that of the residence and office of the company. The delivery, when one was made, was not because of any contract obliging an interstate shipment, and the fact that the purchaser might thereafter transmit the subject matter of purchase by means of interstate carriage did not make the contracts as made and executed the subjects of interstate commerce.

The court is of the opinion that the Supreme Court of Alabama correctly held that the transactions of the plaintiffs in error were not interstate commerce.

Chippewa Falls, Wis., on August 19 had the unusual phenomenon in the Northwest of a 23-acre field of corn in the town of Lafayette, which was then ready for harvest. The corn was planted on May 12. It was of the dent variety and the original seed was purchased twenty-five years ago by Mr. Melville. Practically all the other corn in that vicinity will not be ready for harvest until the latter part of September.



## PERSONAL

Iver Rasmussen is now buying grain at Kloten, N. D.

L. A. Leeman has taken charge of an elevator at Northrop, Minn.

H. L. Dorn has charge of the Acme Elevator at Sheldon, N. D.

George Smith is with the Christensen Elevator at Lewisville, Minn.

William Nott has secured an interest in an elevator at Ross, N. D.

J. E. Hoff has taken charge of the Blewett Elevator at Melville, N. D.

Chas. A. Morey is now buying grain for W. I. Thompson at Egan, S. D.

L. Bennett has taken charge of the new Parker Elevator at Hadley, Minn.

A. J. Kelly is managing the Mutual Elevator at Minneota, Minn., this year.

A. Jacobson has taken charge of Mooers & Co.'s elevator at Kerkhoven, Minn.

H. Van Uden has taken charge of the Sleepy Eye Elevator at Tracy, Minn.

Fred Bursch has assumed charge of the Pacific Elevator at Wood Lake, Minn.

Martin Dahl is buying for the Thorpe Elevator at Flaming, Minn., this season.

H. L. Lynde has taken charge of the Poehler Elevator at Bird Island, Minn.

Frauk Muncy has assumed management of the Rex Elevator at Hayfield, Minn.

W. C. Blatt will be agent for the Royal Elevator Co. at Courtenay, N. D., this year.

Bert Dawson has assumed charge of the Hunting Elevator at Pukwana, S. D.

Elmer Heck has charge of the elevator of J. P. Coffey at Trosky, Minn., this season.

Carl Broderson has taken over the Broderson & McDermott elevator at Kramer, N. D.

F. A. Kellogg has taken the position of traveling auditor for the Homestead Elevator Co.

John Burgan will have charge of the Crown Elevator at Wheaton, Minn., this year.

H. O. Evenson has resigned his position with the Cargill Elevator Co. at Litchfield, Minn.

K. S. Nelson is now manager and buyer for the Security Elevator Co. at Gibbon, Minn.

Lawrence Crogan has assumed management of the Amenia Elevator at Foxhome, Minn.

D. A. McKee will buy grain for the LaCrosse Elevator Co. at Racine, Minn., this year.

Lars Odegard has taken charge of the Geo. C. Harper Co.'s elevator at Bantry, N. D.

J. M. Higgins has accepted a position as manager of the E. A. Brown Elevator at Alta, Iowa.

T. C. Butler of Heron Lake, Minn., is now managing the Bensch Elevator at Jeffers, Minn.

E. L. Briggs will have charge of Greig & Zeeman's Elevator at Superior, Wis., this year.

John Thorvilson has accepted a position with the Northland Elevator Co. at Adams, N. D.

H. E. Hanson, formerly wheat buyer at Smith Lake, has acquired a house at Cokato, Minn.

F. R. Knittel will buy grain for the Victoria Elevator Co. at Anamoose, N. D., this year.

G. B. Plummer has been appointed agent for the Federal Elevator Co. at Muskoda, Minn.

Frank Farmer has accepted the position of manager for the Algoma Grain Co., Algoma, Wis.

A. E. Bruce of Lakota, N. D., has assumed management of Aird's Elevator at Brockton, N. D.

Arch. Thompson has taken charge of the elevator of S. C. Stevenson at Rochester, Minn.

Frank Kirwau is buying for the Columbia Elevator Co.'s house at Olivia, Minn., this year.

Milo Billings has assumed his duties as buyer at the Van Dusen Elevator at De Smet, S. D.

Neil Sullivan has resigned his position as grain buyer for the flouring mill at Albert Lea, Minn.

Anton Nystrom of Souris, N. D., will manage the Acme Elevator at Maddock, N. D., this season.

E. G. Christgau will manage the LaCrosse Elevator Co.'s plant at Dexter, Minn., this season.

Fletcher Martin has accepted a position with the Columbia Elevator Co. at Wood Lake, Minn.

Charles Hanson is managing the Duluth Elevator Co.'s house at Kandiyohi, Minn., this year.

O. A. Rolland has succeeded John Owen as grain buyer for Ostrout Bros. Elevator at Wallace, S. D.

A. E. Connor has sold out his interest in the grain firm of Hewett & Connor, at Arlington, S. D.

George Bradshaw has resigned his position as manager of the Farmers' Elevator at Corsica, S. D.,

to take charge of the Betts Elevator at Armour, S. D.

Alfred Olsson has accepted the position of grain buyer for the Erie Elevator at Underwood, N. D.

Walter Anderson of Anamoose, N. D., has taken charge of the Royal Elevator at Kenmare, N. D.

A. O. Richardson has taken charge of the elevator of the Park Rapids Milling Co. at Menahga, Minn.

Albert Hokanson has assumed management of the Hokansen Grain Co.'s elevator at Lemmon, S. D.

P. W. Tracy has purchased the Barrick Elevator at Delmar, Iowa, and installed Frank Oake as manager.

C. J. Price is managing the elevator of Grieg & Zeeman at Sherburn, Minn., this year, succeeding L. J. Dahl.

Merle McCoy has been installed as manager of the Hinds Elevator Co.'s West Elevator at Conway, Kan.

Valentine Hegler, formerly of Sleepy Eye, Minn., is now managing the Eagle Mill Co.'s elevator at Cobden, Minn.

T. A. Juvrud has succeeded W. D. Bangs as buyer for the Northland Elevator Co. at Egeland, N. D.

O. G. Nordmarken has secured the services of Robert Hunter as grain buyer for his elevator at Granville, N. D.

William Thompson has accepted a position with the Minneapolis and Northern Elevator Co. at Halstead, Minn.

R. E. Lee has removed from Brinsmade to Hurdsville, N. D., where he will have charge of the Star Elevator.

J. L. Neil, formerly with the Pacific Elevator Co., has entered the market at Colfax, Wash., as an independent buyer.

W. D. Bangs has acquired the F. E. Fee Elevator at Olmstead, N. D., and is doing a general grain business at that place.

Charles Bottenmiller is buying wheat this season at Bertha, Minn., for the lessees of the Interstate Elevator at that place.

Joseph Harrington has removed from Armour, S. D., to Corsica, S. D., where he is managing the elevator of Wait & Dana.

Morgan Theophilus has removed from Montrose, S. D., to Iroquois, S. D., having purchased an elevator at the latter place.

J. H. Ruddy, agent for the Western Elevator Co., at Darfur, Minn., was struck by a ball recently, and severely injured.

Lew Moll has accepted a position as manager of the elevator of the Ransom County Immigration Association at Bordulac, N. D.

W. D. Canning has taken charge of the Ridgeland grain house at Ridgeland, Wis., succeeding A. L. Pongratz, who has resigned.

D. L. Lytle has sold his string of elevators on the Thief River line and removed to Beach, N. D., where he has purchased an elevator.

Clyde J. Sawyer of Tulsa, Okla., has been chosen as Oklahoma agent for the Rea-Patterson Mill and Elevator Co. of Coffeyville, Kan.

Charles Page has resigned the management of the Farmers' Elevator at Burr, Neb., and accepted a position with the Central Granaries Co. at Elk Creek, Neb.

The Minnesota and Western Elevator Co. has transferred George A. Buttery from Rolla, N. D., to Wibaux, Mont. P. H. McLean succeeds Mr. Buttery at Rolla.

The Woodworth Elevator Co. has among its agents this season: W. S. Reid, Egeland, N. D.; George Ebbenhauser, Adams, N. D.; C. E. Kielty, Waubun, Minn.

Among the Atlantic Elevator Co.'s agents for this season will be: Louis Abrahams, Cuba, N. D.; John Wicklund, Nicholson, N. D., and Alf Lofthus, Fairdale, N. D.

Agents for the Carlon Elevator Co. are reported as follows: James Van der Berge, Douglas, S. D.; S. R. Zylstra, Lake Andes, S. D.; W. T. Morton, Geddes, S. D.

Frank Poseley has accepted a position as buyer for the Lyon Elevator at McClusky, N. D., this season, succeeding Leon St. Jaques, who has been transferred to Heaton, N. D.

G. S. Clarke has resigned his position with the Heising Elevator Co. at Kloten, N. D., and will become superintendent of a line of elevators, with headquarters at Hanley, Sask.

The following men are reported as agents for the Imperial Elevator Co. for this season: E. Quinn, Knox, N. D.; Morgan Burke, Pleasant Lake, N. D.; P. E. Byrnes, Considine, N. D.; D. H. Mc-

Hughes, Rolette, N. D.; H. L. Irwin, Granville, N. D.

The De Wolf-Wells Co. has purchased the Minnesota and Iowa Elevator at Granada, Minn., giving the company two elevators at that place. Truman Hall has charge of both houses.

Among the Monarch Elevator Co.'s buyers this season will be: O. C. Parks, White Rock, S. D.; L. A. Anderson, Everdell, Minn.; L. B. Smith, Renville, Minn.; A. H. Johnson, La Moure, N. D.

The Empire Elevator Co. has appointed the following agents for this season: E. Erickson, Montevideo, Minn.; F. T. Gruba, Hurricane, S. D.; T. F. Henderson, Newark, S. D.; E. F. Heim, Lemmon, S. D.

G. Gunderson, formerly agent for the St. Anthony and Dakota Co. at Mohall, N. D., has purchased a one-fourth interest in the Connate & Nelson Elevator Co. and thereby becomes manager of their house at Mohall.

W. H. Killingsworth, one of the firm of the Denison Grain Co., of Denison, Tex., was married on September 2 to Miss Sadie Armstrong, of San Antonio, Tex. Mr. and Mrs. Killingsworth will reside at Denison.

The Cargill Elevator Co. has appointed the following agents for this season: S. J. Sanborn, Racine, Minn.; Math. Theisen, Northtown, Minn.; Joseph Wigdahl, Plana, S. D.; W. M. Waldron, Sprig Valley, Minn.

A. J. McLaughlin has turned over the buying at the McLaughlin Elevator at Starkweather, N. B., to Boyd Freeborn. Mr. McLaughlin will spend the year in looking after the general business of the company.

R. E. Tarse, of the Western Elevator Co., has removed from Winoua, Minn., to Chicago, where he will take charge of his firm's terminal elevators and eastern sales. Mr. Tarse is residing at 4931 Lake Avenue, Chicago.

C. H. Lane has resigned as manager of the Farmers' Exchange at Charles City, Iowa, in order to give his entire time to farming. E. O. Mosdorf has been selected to fill the vacancy caused by Mr. Lane's resignation.

Among the Northwestern Elevator Co.'s agents for this season are: F. H. Adams, Thompson, N. D.; A. L. Johnson, Granite Falls, Minn.; W. A. Wolff, Gibbon, Minn.; James Fermoy, Johnson, Minn.; F. E. Bushnell, Jasper, Minn.

Manager A. L. Johnstone, of the Milwaukee Elevator Co., has retired, and James Mander has succeeded him at Milwaukee. Mr. Johnstone will engage in the grain business independently, with offices at 405 Mitchell Building, Milwaukee.

After spending twenty-two years in the employ of the Empire Elevator Co., eleven as a manager and eleven as traveling auditor, Frank Sugden, of Stewart, Minn., has purchased the Crown Elevator at that place and will conduct it personally.

The following grain buyers have been engaged by the Atlas Elevator Co.: G. A. Buss, Rockham, S. D.; Clarence Bennett, Perkins, Iowa; R. I. Harding, Henton, Iowa; William Christensen, Tyler, Minn.; Charles E. Smith, Raymond, S. D.

Edwin McManus, superintendent for the Cargill Elevator Co., at Superior, Wis., for several years, has been transferred to Minneapolis, where he will represent his firm on the floor of the exchange. Louis Ramstad succeeds to Mr. McManus' position at Superior.

Among the agents for the Western Elevator Co. this season will be: D. E. Ersley, Elgin, Minn.; J. W. Canfield, Minneiska, Minn.; F. H. Tupper, Howard Siding, Wis.; Paul Strunk, Burchard, Minn.; R. R. Stevenson, Colo, Iowa; C. T. Stewart, Primghar, Iowa.

The St. Anthony & Dakota Elevator Co. has appointed the following buyers for this season: P. H. Ramstad, S. Crookston, Minn.; John McEnroe, Donaldson, Minn.; J. H. Thompson, Milton, N. D.; James Tolland, Fosston, Minn.; A. F. Dreblow, Russia, Minn.

The following men have been appointed elevator managers by the Great Western Elevator Co.: L. J. Dahl, Sherburn, Minn.; Charles Danielson, Marietta, Minn.; Milo E. Coffey, Morton, Minn.; Dell Sturdevant, Monterey, Minn.; Louis H. Wallner, Revillo, S. D.

The Andrews Grain Co. has engaged the following agents: Theodore Landru, Buttzville, N. D.; H. A. Strehlow, Wadena, Minn.; F. A. Knudson, Pingree, N. D.; F. A. Stavely, Oriska, N. D.; William Peterson, Marion, N. D.; Jacob Knudson, Northwood, N. D.

A. M. Scott, district agent for the Interior Warehouse Co. for Eastern Washington eight years, since the company was formed, has resigned. Mr. Scott is one of the best known grain men in the Northwest, having been in charge of one of the Balfour-Guthrie Co.'s docks at Portland for seven years.



## BARLEY and MALT

Early barley receipts in Minneapolis have been unusually heavy, and all indications point to a record-breaking crop.

Boone County, Iowa, has what it claims is the champion barley field. William Winters, a farmer of that county, has a field of barley which is yielding over fifty bushels to the acre.

The Minneapolis barley market has developed much activity as the receipts have increased. The arrivals of barley have been somewhat uneven in quality, but on the whole average better than last year's crop. The market is divided between maltsters and mixers, with the maltsters buying rather cautiously.

Rather paradoxical is the attitude of the Western and Northwestern farmers, who seem disposed to hang on to their oats when commanding \$1.56 per cental (50 cents per bushel), but are selling barley freely (250 cars in Minneapolis in two days) on the basis of \$1.34 per cental, Chicago (64 cents per bushel). The mixers have been the best buyers of barley, as a profit of 22 cents per 100 is had when put out as oats. Feeders claim that a mild barley mixture helps rather than hurts the products. Barley relatively seems cheap and should the maltsters take hold freely, as they are likely to do soon, the price could easily be advanced.—Pope & Eckhardt Co.

### THE BARLEY CROP OF 1908.

The Brewers' Daily Bulletin of August 15 makes the following estimate of the total yield of barley for 1908:

"The estimated barley area in Minnesota is 1,232,000 acres; North Dakota, 940,000 acres, and South Dakota 928,000 acres. The average yield for Minnesota is 32.6 bushels; for North Dakota, 23.6 bushels, and South Dakota 32.2 bushels. This would make a crop of 40,163,200 bushels for Minnesota; 22,184,000 bushels for North Dakota, and 29,881,600 bushels for South Dakota, which is a total of 92,228,800 bushels against 62,434,000 bushels last year."

E. P. Bacon Company, Milwaukee, give the following summary (in part) of 450 replies from the states named:

"Wisconsin reports indicate a greater production than last year on account of some increase in acreage and materially larger yield, being about the same as the crop of 1906. Quality varies somewhat, but on the average is choice. The berry is generally plump, only a small percentage being reported light weight and no damage sufficient to cause unsoundness. Color is generally good, a large majority of the reports being to that effect, although some indicate considerable discoloration.

"Minnesota reports are from the southern and western barley sections of the state and indicate somewhat larger production on account of larger acreage and slight increase in yield. Quality averages good, ranging from feed barley to choice malting, but largely the latter. The berry is mainly medium or plump, only about 25 per cent of the reports advising light weight and no damage sufficient to cause unsoundness. Color reports indicate more or less discoloration, about two-thirds being to that effect. Acreage estimates average 7 per cent increase. Yield estimates average 26 bushels, or about the same as the crops of 1907 and 1906.

"Iowa reports indicate material increase in production as compared with last year on account of increase in acreage and larger yield per acre. Quality is variable, but averages good, a large percentage being choice. The berry is mostly plump, only a small number of the reports advising "light weight" and no damage sufficient to cause unsoundness. Color reports indicate more or less discoloration on account of moisture before harvesting, but about one-half advise no damage in that respect.

"South Dakota reports indicate somewhat larger production as compared with last year on account of increase in acreage and larger yield per acre. Quality is variable and generally inferior to last crop. The berry is lacking in plumpness, the majority of the reports being to that effect and about one-fifth advise "light weight." No damage is reported sufficient to cause material unsoundness. Color is uneven, the larger part being more or less discolored, only about one-fifth of the reports advising no damage in that respect. Acreage estimates average about 8 per cent increase. Yield per acre estimates range from 15 to 50 bushels, and average about 27 bushels.

"Since the larger part of the reports were received from which the above summary was made, there have been heavy rains throughout the Northwest, which will probably result in further damage, especially in South Dakota and Minne-

sota, where a large percentage of the barley is still in the shock."

The Western Brewers' twentieth annual crop report summarizes the several hundred reports substantially as follows:

"We find that our last year's acreage of 6,488,000 acres, with a production of 153,597,000 bushels, has been increased to an acreage of 6,702,150 acres, with a production of 170,703,344 bushels, and divided as follows:

	Acreage.	Yield, bu.
Iowa, Wisconsin, Minnesota,		
South and North Dakotas...	4,640,650	125,056,444
California .....	1,040,000	20,000,000
Montana .....	17,000	500,000
Kansas and Nebraska.....	476,000	5,000,000
New York .....	79,000	1,875,000
Michigan .....	68,000	1,406,000
Illinois .....	25,000	600,000
Colorado .....	25,000	1,000,000
Idaho .....	40,000	2,181,000
Washington .....	65,000	6,649,000
Oregon .....	64,000	2,562,000
Eighteen other states which		
produce more or less barley.	165,000	3,874,000

Grand total .....6,702,650 170,703,444

"The foregoing figures are estimates based on the acreage as furnished by the Agricultural Department, and are estimated in measured bushels. The average test, however, of this year's crop being not to exceed 45 pounds to the bushel, we should deduct the difference between that and the usual weight of a bushel of barley, which is 48 pounds to the bushel, thus leaving the residue to be 160,134,385 bushels, as against 156,578,000 measured bushels of last year, as given by the government in a December, 1907, report.

"On the whole, this year's barley crop may be considered a good one as viewed from the standpoint of a maltster and brewer. It is what may be designated a mixed crop, neither very choice nor very poor as to quality. There is enough bright and plump barley in some of the states, like California, Washington, Idaho, Wisconsin and Iowa, to meet the demands of those who are in quest of very choice malt, while there is plenty of mixed barley that is bound to more than supply the requirements of the malting as well as the mixing trade of the country.

"As to prices, more than at any time in the history of the trade they will be regulated by the price of oats. If oats should prove to be a deficient crop the price of barley will be maintained, as mixers will use the barley for mixing with oats; otherwise barley cannot go to the extreme prices it did last season."

### THE BARLEY SITUATION.

"Our last government crop report reduces the barley crop from 178,000,000 to 168,000,000 bushels, but this cannot include the 25 per cent reduction in California, where we had a short crop in 1907 of 27,000,000, against 39,000,000 bushels in 1906. This year it will be about 21,000,000 bushels, on account of the lack of moisture in the spring. The Pacific Coast helped us out last season with about 10,000,000 bushels, but this season will need all they have themselves. And not alone have they a short crop, but also the quality is off, and they claim to have 25 per cent less brewing barley than last year and will have to call on us for malt. With us, east of the Rockies, matters have not improved.

"I am neither bull nor bear," says W. H. Prinz in the American Brewers' Review. "My only interest is to improve the quality of the barley; but what can we expect out of the large part of deteriorated seed barley sown by the farmer and the loose methods used in handling the barley during and after harvest? As long as the buyers at the country stations make little distinction between one grade of barley and another, and pay about the same price, the farmer does not care; and when I learned the prices the farmer heretofore got, I did not wonder that they were learning and starting their own elevators, and trying to sell their grain direct to the consumer.

"What we need is a universal system of valuation, one which the maltster will and can go by. Now, no barley buyer pays any attention to the grading, except when it is in his favor. Of course, when we take into consideration the qualification of the men engaged in sampling and grading, we do not wonder why it is so. To change existing conditions that have been used for years is not easily done, but where there is something wrong it must be changed sooner or later. In Europe they met with much opposition, but have finally changed their mode of valuation in barley; and I think now neither farmer, barley buyer nor maltster would want to go back to the old order. What we must do is to work together, and if matters do not always come our way, keep at it for the common good."

# Corn properly dried is in demand the world over.

## THE ELLIS GRAIN DRIER

owing to its peculiar patented features, can dry rapidly and evenly at a temperature no greater than summer heat, leaving the grain in a natural condition, kernels not broken, free from meal and color unimpaired.

For particulars  
address

## Ellis Drier Co.

747 Postal Telegraph Bldg.

CHICAGO



## TRANSPORTATION

Charters for 1909 have been made at head of the lakes for 2 cents on wheat and flour to Buffalo, including winter storage.

Port Arthur, Texas, has begun shipping this year's grain to Europe and expects to handle considerable grain from the Kansas Southern.

Surveying of the new Winnipeg-Hudson Bay Railroad has begun, and the Dominion government expects to have the line in operation within three years.

The Dominion Marine Association, an organization of Great Lakes vessel owners, has made a rate of seven cents a bushel for carrying 1908 grain from Fort William to Montreal, the same as last year.

Notwithstanding the opposition thereto, it is the general impression in Atlanta that the increased rates on grain, hay and flour into Southern territory, which became effective August 1, will not be interfered with by the Commerce Commission.

The Illinois Manufacturers' Association has filed with the Railroad Commission a complaint, asking for the restoration of the old car service rules in force prior to August 1, the new rules being alleged to be more unfair and less reasonable than the former ones.

The Chicago Board of Trade transportation department has given notice that the Illinois Central Railroad has removed its restrictions on the handling of grain through elevators located on Western roads when destined for the Atlantic seaboard and Eastern points. This will give the transit privilege through all elevators in the Chicago district.

The New York Public Service Commission of the district comprising the state outside of New York City, will hereafter, on Monday of each week, furnish to the press, to chambers of commerce, boards of trade and other commercial organizations a statement of the changes in rates filed during the week ended Friday preceding on freight, express and passenger traffic on railroads in the state.

The Rock Island has announced that, instead of adopting the uniform bill of lading recommended by the Interstate Commerce Commission, it will put into effect what is known as a "clean" bill of lading, with no conditions as to the liability of the carrier except those imposed by the common law. The North-Western, Santa Fe and the Burlington roads have announced that they will adopt the uniform bill of the Commission.

New Orleans exporters, in order to restore the parity of that city with Galveston, will probably attack the contract by which the Southern Pacific pays an "elevation allowance" to the lessee of the Sunset Elevator at Galveston. They will endeavor to show that the allowance constitutes a discrimination against New Orleans because the lessee is enabled because of the allowance to pay more for their grain in the grain producing territory, and to sell it at lower prices than can other firms.

The Kansas Grain Dealers' Association has filed with the state railroad commission a complaint against the Missouri Pacific Railway Co., alleging that said road is discriminating against certain members of the Association because grain cars at certain points are not furnished with inside or grain doors. The complaint recites that the company at all competitive and terminal points supplies inside doors to all cars to be used for the shipment of grain in bulk, but at points where there is no competition it does not furnish the doors or the material to make them.

The Union Pacific Railway Co. has notified Secretary Smiley of the Kansas Grain Dealers' Association that it "will at once discontinue making the deduction of one-fourth of one per cent in the settlement of claims for loss and damage to grain. Each and every claim will be settled strictly on its merits without any fixed deductions." The freight traffic manager of the Missouri Pacific says that company in the future will "stand on the merits of the various claims without any fixed deductions." As all Kansas lines have voluntarily agreed to discontinue the practice of making deduction on claims for loss in transit, it disposes of a general cause for complaint.

The boycott of the Rock Island by the business men of Omaha came to an end on August 24. The fight began when the Rock Island refused to make rates which would permit grain to stop at Omaha for cleaning and grading, although this privilege was granted to several other Missouri River markets. Omaha business men felt this was a discrimination against Omaha and in retaliation refused to route any freight over the Rock Island lines and ordered all their freight from the East to come over other lines. The

boycott also extended to the Frisco lines, which are controlled by the Rock Island. The Rock Island declared this unfair and to get even refused Omaha other concessions. On August 24 the Rock Island notified the Commercial Club that it was ready to place Omaha on a parity with other Missouri River terminals and asked that the boycott be withdrawn, which was done.

The Chicago Board of Trade transportation department announces: "Effective Sept. 12, 1908, the Santa Fe Railway names its proportional rates of 12 cents per hundred pounds on corn and oats and 13 cents per hundred pounds on wheat from Kansas City, St. Joseph, Mo., Argentine, Atchison, Kansas City and Leavenworth, Kan., when originating beyond, to Cincinnati, O., applying only on traffic destined to southeastern and Carolina territories. This business is routed via Chicago and the Chicago, Cincinnati & Louisville railroad, with transit privileges, and equalizes the rates via Chicago now made via St. Louis, Memphis and other gateways to Carolina territory. We expect to obtain from lines south of Cincinnati the same rate as applies on business destined to southeastern territory when routed via gateways other than Chicago, announcement of which will be made when such basis of rates is obtained."

Grain men at Buffalo are of the belief that the Erie Canal boatmen are either in collusion with the railroads to maintain high grain rates by tidewater or mean to work the traffic for all it will stand. At any rate, they are demanding 5 cents per bushel, whereas 3 cents has been for many years above the average rate and always a profitable one. It is now proposed by shippers to organize a company to build and operate their own boats. The fact is discouraging, however, that while it was expected the barge canal would be ready for business within five years from the time work was begun, it will not be so finished, although that might have been the case if the work had been pushed with the celerity demanded by business considerations. The delays are so great that both capitalists and those associated with them up the lakes have concluded that it will pay to build boats to use at once without waiting for the larger boat that will ply the new waterway.

The Trunk Line Association, in replying to the petition of the Atlantic steamship lines and American grain exporters for a reduction of rates to meet the Montreal route rates, "while expressing a desire to co-operate with the steamship companies in efforts to preserve the export grain trade for American ports," makes, in substance, a direct refusal to readjust rates so that such traffic would be protected against Canadian competition. The Trunk Line Association's chairman says that the conditions which have resulted in the increased grain export movement via Montreal are abnormal and temporary, and that a normal status will be restored when the new grain crop comes forward freely. Then he believes shipments will be better distributed and the Atlantic ports will receive their usual proportion of such business. Moreover, it is contended that to accede to the proposed reduction would necessitate similar readjustments throughout a wide territory, cause a serious loss of revenue to the railways and make the returns upon a very important item of traffic practically unremunerative.

The "shop" of Wm. C. Crolius & Co., Denver, Colo., was closed late in August, following the financial difficulties of Baltman & Co. of Cincinnati, for whom the Denver firm was a correspondent. Crolius, head of the concern, disappeared about the same time—"Gone East to get funds to pay his customers," it was said by his attorney, who put his liabilities at "not to exceed \$2,000." In the meantime Crolius's lessor seized the place under a chattel mortgage for \$675 on the furniture and fixtures. Crolius was mayor of Joliet, Ill., for six years. He went to Denver two years ago.

What is called a new "pioneering crop" in the Southwest is milo, which has made itself a home in the drier uplands of Texas, New Mexico, Colorado, Kansas and Oklahoma. This territory takes a varying annual rainfall of 17 to 25 inches. Last year it was found to mature in points in Colorado 6,000 feet above the sea level, and in South Dakota it had ripened just as the first frost occurred. Its roots penetrate from three to four feet after the moisture. In appearance the seeds head out, not like an ear of maize, with a covering of husk, but very much like that of broom corn, with a bunch of loosely grown seeds around the head of the stalk. It can be harvested by machinery, is easily thrashed, and yields from 30 to 55 bushels an acre. Its main use is for the feeding of live stock. As such, it adds another mainstay to the strength of farms in regions of small rainfall.

## The CO-OPERATIVES

The "independents" of North Dakota are now talking of a "terminal elevator" at Minneapolis.

The Fairmont Farmers' Elevator Co. of Fairmont, Minn., lost about \$1,000 on last year's crop.

The shareholders of the Farmers' Elevator Co. of Bridgewater, S. D., have been assessed \$15 per share.

The site of the Maroa Elevator Co. at Maroa, Ill., whose house burned last spring, has been sold at public auction.

The Farmers' Elevator Co.'s elevator in Canton, Minn., will be rented by the owners and not operated by the company.

The Starbuck Elevator Co., Starbuck, Minn., has discontinued business until more stockholders can be secured who will give the business their support.

The Colman Elevator Co., Colman, S. D., handled 143,756 bushels of grain last crop year and netted a loss of \$5,240.18, reducing the company's surplus to \$2,858.02.

The Farmers' Elevator Co. of Fairfax, Minn., on \$62,929.87 worth of business in last crop year, netted a loss of \$404.08. The loss is attributed to "lack of cars."

The Farmers' Elevator at Benedict, Neb., is knocking the trade of York, Stromsburg, Thayer, Houston, Bradshaw and Polk by paying 7 cents more for corn than these towns can pay.

The Farmers' Elevator at Owatonna, Minn., previously reported as having made a "good dividend," actually lost money during the year just closed on account of the heavy slump in the barley market.

Owing to the fact that a great deal of wheat which was accepted by its buyer last fall as No. 1, was graded No. 2 in Minneapolis, the book profits of last crop year's business of the Farmers' Elevator Co. of Milan, Minn., were wiped out.

The Farmers' Elevator Co. of Northwood, N. D., has voted that all future dividends to shareholders shall be but 6 per cent and that the extra profits shall be divided pro rata among the stockholders according to the number of bushels of grain hauled to the elevator.

After listening to the annual report, showing that while buying on a 9-cent margin the Farmers' Elevator Co. of Starbuck, Minn., lost \$80 on the business of last crop year, a motion was adopted, which provided that the Farmers' Elevator shall suspend business until enough shares have been gotten to enable the company to build an elevator. This motion was carried by the overwhelming vote of 22 ayes to 4 noes. Thus ended the life of the Farmers' Elevator at Starbuck, for under the motion there will be no grain buying in Starbuck by the Farmers' Company for years to come, perhaps never.

Dividends declared: Farmers' Elevator Co., Clara City, Minn., 30 per cent; Farmers' and Merchants' Elevator Co., Argyle, Minn., 40 per cent; Farmers' Elevator Co., Audubon, Minn., 10 per cent and \$825.62 to surplus; Farmers' Elevator Co., Hampton, Minn., 5 per cent; Farmers' Cooperative Elevator Co., Luverne, Minn., 11 per cent; Farmers' Elevator Co., Lurline, N. D., 20 per cent; Farmers' Elevator Co., Flora, N. D., 24 per cent; Farmers' Elevator Co., Kensal, N. D., 4½ per cent; Farmers' Elevator Co., La Moure, N. D., 80 per cent; Farmers' Elevator Co., Myrtle, N. D., 10 per cent; Farmers' Elevator Co., Northwood, N. D., 10 per cent; Grain and Supply Co., Pingree, N. D., 10 per cent; Farmers' Elevator Co., Tower City, N. D., 40 per cent; Farmers' Elevator Co., Oriska, N. D., 2 per cent; Brown Farmers' Elevator Co., Claremont, S. D., 10 per cent; Farmers' Elevator Co., Ferrey, S. D., 100 per cent; Farmers' Elevator Co., Milbanks, S. D., 50 per cent; Farmers' Elevator Co., Viborg, S. D., 20 per cent.

### CORN GROWING IN RUSSIA.

Consul John H. Grout, of Odessa, gives the following account of the growing of corn in Russia and its exportation:

"Maize is grown for its grain in Caucasia and in south Russia up to about 48 degrees or 50 degrees of latitude, and also in Central Asia. In the vicinity of Odessa, as well as somewhat farther north, and occasionally in the Baltic provinces, it is cultivated as a fodder plant. The green plant here in the south is credited with having deleterious effects upon animals fed with it. In some parts of southern Russia, like Bessarabia in the west and Caucasia in the east, maize is grown not only for local consumption, but for exportation, finding its way into the world's markets from Bessarabia by way of Galatz and Odessa, and from the Caucasus by way of Novorossisk and Poti.



## LATE PATENTS

Issued on August 11, 1908.

Conveying Mechanism.—William S. Wyland, Lake Fork, Ill. Filed October 26, 1907. No. 895,529. See cut.

Grain Door for Cars.—John J. Hahn, Kansas City, Mo., assignor of one-half to Frank L. Cofield, Kansas City, Mo. Filed October 19, 1907. No. 895,556. See cut.

Dry Separator for Corn, Grain, Semolina, Flour, Bran and the Like.—Adolph Burian, Klucov, Austria-Hungary. Filed August 1, 1906. No. 895,616.

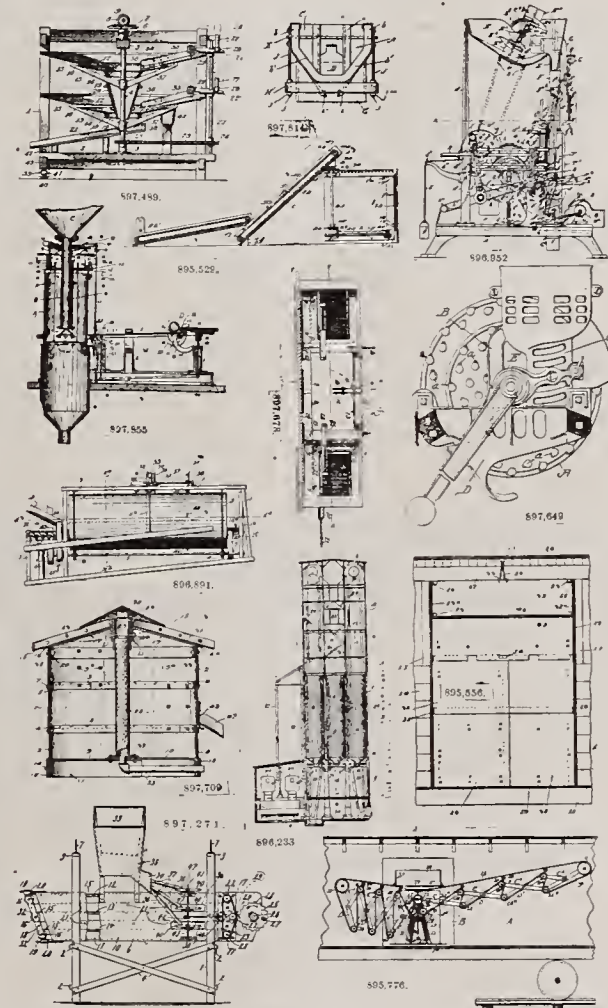
Conveyor.—William K. Liggett, Columbus, Ohio, assignor, by mesne assignments, to the Jeffrey Mfg. Co., Columbus, Ohio. Filed November 29, 1905. No. 895,776. See cut.

Issued on August 18, 1908.

Storage Bin.—Finlay R. McQueen, Minneapolis, Minn. Filed June 20, 1907. No. 896,233. See cut.

Issued on August 25, 1908.

Grain Separator.—Harry A. Campbell, River Falls, Wis. Filed April 18, 1907. No. 896,891. See cut.



Bag Filling Machine.—John C. Sturgeon and Harold M. Sturgeon, Erie, Pa. Filed February 15, 1907. No. 896,952. See cut.

Issued on September 1, 1908.

Grain Cleaner for Wild Peas and Cockle.—John S. Christensen, Norway Lake, Minn. Filed February 21, 1908. No. 897,271. See cut.

Grain and Seed Separator.—Faustin Prinz, Milwaukee, Wis. Filed June 24, 1907. No. 897,489. See cut.

Corn Sheller.—Asahel H. Patch, Clarksville, Tenn. Filed May 29, 1906. No. 897,649. See cut.

Grain Car Door.—Jacob Thompson, Garretson, S. D., assignor of one-half to George F. Rose, Colorado Springs, Colo. Filed May 9, 1907. No. 897,678. See cut.

Storage Bin.—George W. Boll, Mount Hope, Kan. Filed January 6, 1908. No. 897,709. See cut.

Grain Tank.—Carl Blom, Lake Park, Minn., assignor of one-third to John A. Bergren and one-third to John H. Moan, Lake Park, Minn. Filed April 27, 1907. No. 897,814. See cut.

Automatic Weighing Machine.—Charles D. Scott, Topeka, Kan. Filed June 3, 1907. No. 897,855. See cut.

The city authorities of St. John, N. B., are seriously considering the advisability of procuring a floating elevator for their harbor. Representatives have been chosen to visit Montreal and New York to look into the matter of purchasing or leasing such a craft. The government is at pres-

ent enlarging the harbor and docks at St. John, and it is proposed to add the elevator, if purchased, to the harbor facilities, placing it under the jurisdiction of the harbor commission, which will be appointed shortly.

The Department of Commerce and Labor's monthly summary of imports and exports shows imports of barley for July, 1908, as 55 bushels, valued at \$37, as compared to 189 bushels, valued at \$144, for the corresponding month in 1907. For the seven months ending July, 1908, the total barley imports were 95,781 bushels, valued at \$64,607, as compared with 2,777 bushels, valued at \$1,496, for the seven months ending July, 1907. The exports of barley during July, 1908, amounted to 251,535 bushels, valued at \$173,109, as compared with 174,446 bushels, valued at \$108,999, for the corresponding month in 1907. For the seven months ending July, 1908, the exports were 1,556,478 bushels, valued at \$1,179,158, as compared with 2,584,224 bushels, valued at \$1,530,881, for the seven months ending July, 1907.

## OBITUARY

James P. Harrison, a well-known grain dealer of Sherman, Texas, and former president of the Texas Grain Dealers' Association, died suddenly on August 20.

Theodore Barnhouse, a young grain broker of Adams, near Lincoln, Neb., was found dead in his room on September 5 following a night's revelry. He was shot through the heart.

Ira C. Flagg, for ten years superintendent of the Boston & Albany Elevator in East Boston, Mass., died at the home of his son-in-law at Chelsea, Mass., on August 29, at the age of 68. His widow and four daughters survive him.

George E. Gooch, a member of the Chicago Board of Trade for nearly forty years, died on August 19 at the home of his sister, 425 Newport Avenue, Chicago. Of late years Mr. Gooch had devoted most of his attention to the provision market.

During a fit of despondency, L. B. Gibbs, president of the Gibbs Grain and Fuel Co., of Grand Forks, N. D., committed suicide at his home in Grand Forks on September 1. Mr. Gibbs was formerly president of the North Dakota Millers' Association.

Henry B. Horton, a pioneer Chicagoan and one of the founders of the Millers' National Insurance Co., died at his home in Oak Park, Ill., on September 5th. He had been ill for three years from paralysis. Mr. Horton was born at Skaneateles, N. Y., in 1827. He leaves a widow and one son.

John S. Wolfe, one of the most prominent citizens of Pittsfield, Mass., died at his home in that city on August 28. Death was due to a general breakdown, Mr. Wolfe being over 78 years old. Mr. Wolfe embarked in the wholesale grain and flour business at Pittsfield in 1873, and was markedly successful. Later he became identified with manufacturing and banking interests in Pittsfield. He is survived by his widow and two daughters.

James V. McHugh, of the firm of McHugh, Christensen & Co., grain dealers of Minneapolis, died from heart failure while bathing in Lake Minnetonka on August 9. Mr. McHugh was born in Galena, Ill., about fifty-one years ago. About thirty years ago he removed to Minneapolis, where he first practiced law with C. M. Laybourn, afterwards entering the grain business, in which he became one of the leaders of Minneapolis. Mr. McHugh is survived by his wife and two daughters.

# For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

## ELEVATORS AND MILLS

### FOR SALE.

Elevator and feed mill, with coal business, in Michigan. Doing good business. Good reasons for selling. Address

M. M., Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

"The annual maize crops vary considerably as to quantity and quality. Exports of maize from this district vary from about 30,000 to over 100,000 tons, about 1,500,000 acres being under cultivation in European Russia. In Bessarabia as much as 25 per cent of the arable land is used for the cultivation of maize as an article of food. They boil the not fully matured ears, which they salt and eat hot. The people also mix maize flour with other flour for making bread and a kind of stout porridge called "mamalyga," which forms the staple food of these Moldavians. The inhabitants of southern Russia also like to eat the seed off the half ripe boiled ears, but most of them have a dislike for maize porridge or bread with an admixture of maize flour, which they consider as indigestible and injurious. The grain of maize is used to fatten hogs and poultry. Various kinds of maize are cultivated; nearly all kinds of American varieties are known here. A yellow and somewhat nondescript variety of roundish kernel predominates, and is known as Roumanian maize. In good years, when the ears are large and well filled, the seed is laterally compressed, not much different from the "Dent" variety, except that the top remains smooth and rounded off outward. Little or almost no maize appears to be used in Russia industrially.

"Climatic Conditions.—All sections of Russia where maize is grown, with the exception of a narrow belt of Caucasia, where it fringes upon the Black Sea, have a strictly continental climate. The winters are apt to be very cold and the short summers extremely hot and dry. The annual rainfall ranges from 10 to 18 inches. The difficulty in agriculture here is not so much in the absence of moisture, but in the fact that the rainfall does not occur when it is most needed. As a consequence, that plant is most valuable which possesses the greatest vitality to tide over a long period of drouth. The maize grown here possesses this characteristic, possibly evolved by long-continued natural selection. It often occurs that just the year when all other cereals give poor crops, maize turns out well. This is always the case when, after a long drouth in the early part of the season, abundant rain falls too late for wheat, barley, or rye, although still in time to save the maize. Such was the case in 1907.

"The soil in most parts of southern Russia is extremely well adapted to all kinds of agriculture. It is undulating ground of fine-grained alluvial earth free from stones. The cultivators rely upon the natural fertility of the soil, aiding the same only in rare cases with stable manure. Artificial fertilizers are rarely employed outside of sugar-beet plantations.

"Maize planting is done quite as often by hand as by drilling. Cultivation is effected by hand labor or by plowing between plants, and often, owing to the weed-grown condition of the fields, by both. In a similar manner harvesting is done on the smaller farms by manual labor, while upon large estates machinery is employed. The probability is that, as the valuable qualities of maize become known and understood by the Russian peasants, and its employment in industries opens a more profitable sale locally, the area devoted to maize cultivation will extend."

With a view to creating new interest in the United Feed Dealers' Protective Association of Baltimore City, that body will hold a banquet at the Hotel Raleigh on Wednesday, October 7, at 8 p. m. Addresses will be delivered by Harry M. Rever, president of the Association; Harry Diggs, William Kalb, Charles B. Watkins and Starr C. Wells. The members of the committee in charge of the arrangements are Messrs. M. Dindmore, William Horst and L. Heldorfer. The organization has for its purpose the protection of the interests of feed dealers. It was organized about 20 years ago.

A bucket-shop at Los Angeles collapsed the other day when a customer had the "bank" arrested on a charge of embezzlement, as the result of his failure to deliver the profits of a wheat deal amounting to more than \$100,000 to a wealthy Los Angeles man. When this client made a demand for a settlement, the broker is said to have admitted he could not deliver the money, and the investigation was started. The investment of the man referred to amounted to nearly \$50,000. He placed it on the grain market and, confident that his profit would steadily increase, instructed the broker to hold his wheat until July 31. On that date his profits had tripled the investment, and he went to collect them. "The only fortunate circumstance connected with my deal," said the speculator, "was that I did succeed in getting the money I invested, but it is enough to make a man sore when he backs his judgment and wins more than \$100,000 and then loses it."



**FOR SALE CHEAP.**

Elevators and flathouse and coal sheds, on and off track, on Soo in central North Dakota. Good crops. Write

BOX 52, Minot, N. D.

**FOR SALE.**

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address

JAMES M. MAGUIRE, Campus, Ill.

**FOR SALE.**

An interest in a paying business—elevator, feed and general store. Salary and share of profits. New town on railroad; no near competition. Address

C. R. COOK, R. 4, Osseo, Wis.

**FOR SALE.**

A 10,000-bushel elevator in eastern Nebraska. Equipped with 10-horsepower gasoline engine, No. 35 Barnard & Leas Cleaner, steel loading spouts, two sets Howe Wagon Scales, one Howe Hopper Scale; corn cribs for 6,000 bushels of ear corn. Doing a good business. Address

W. B. BANNING, Union, Neb.

**FOR SALE OR LEASE.**

A mill making brewers' grits, fine corn meal and hominy. One of the most complete corn produce plants in the United States, at Portsmouth, Ohio, city of 30,000 at the foot of the famous Scioto Valley, the largest corn producing valley in Ohio; established trade, export and local. Will sell at a big bargain or lease for term of years. Terms to suit prospective buyers. Must be sold at once. Write or wire

H. S. GRIMES, Pres. the Portsmouth Cereal Co., Portsmouth, Ohio.

**FOR SALE.**

Elevator and lucrative business. Elevator capacity, 75,000 bushels; all latest improvements, with electric power, etc.; large grain warehouse; large fireproof brick hemp house; coal and grain business. Situated in the best of the Blue Grass region, Georgetown, Scott County, Ky. Only elevator in county; annual wheat production, 400,000 bushels. Georgetown has a population of 8,000. Three railroads in our yards. For particulars address

OFFUTT & BLACKBURN, Georgetown, Ky.

**MACHINERY****FOR SALE.**

One No. 5 Eureka Oat Clipper in good repair. THE CLEVELAND GRAIN CO., Cleveland, Ohio.

**ENGINES FOR SALE.**

Gasoline engines for sale, 5, 7, 10 and 20 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

**FOR SALE.**

A 20-horsepower Otto Gas or Gasoline Engine; just rebuilt. Price, \$300.

MURRAY IRON WORKS CO., Burlington, Iowa.

**MONEY IN YOUR POCKET.**

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

**FOR SALE.**

One Barnard & Leas Clipper and Scourer, with shaker shoe and sieves. Suitable for oats or wheat; can be used for cleaning only; capacity about 600 bushels per hour; strictly first-class shape; price \$75. Address

B. STRONG GRAIN & COAL CO., Conway Springs, Kan.

**FOR SALE AT A BARGAIN.**

Several old-style No. 3 grain separators. New; never been used. Need the room and will close out cheap.

JOHNSON & FIELD MFG. CO., Racine, Wis.

**FOR SALE.**

One No. 37 Howes Oat Clipper, good as new. Address

THE ADY & CROWE MERCANTILE CO., Denver, Colo.

**FOR SALE.**

Two J. Mohr & Sons 85-horsepower boilers in good condition. Address

H. P., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

**FOR SALE.**

Two No. 8 Monitor Dustless Warehouse Separators, fully equipped with all screens necessary for cleaning wheat, barley, oats and flax. These machines are as good as new and have given excellent service. We also offer one country elevator "weighing-in" scale, complete, 60,000 pounds' capacity. Also one power unloading shovel. These last-mentioned articles would be most suitable for a country mixing house or mill. Address

GEO. C. BAGLEY ELEVATOR CO., 54 Chamber of Commerce, Minneapolis, Minn.

**SCALES****SCALES FOR SALE.**

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

**Miscellaneous  
& Notices**

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

**ELEVATORS WANTED****WANTED.**

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

**HELP WANTED****WANTED.**

A good, sober, industrious office man with some knowledge of bookkeeping and typewriting. Address

OHIO, Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

**GRAIN AND SEEDS****SEEDS WANTED.**

Field seeds and Kaffir corn. Seed samples.

J. OLIVER JOHNSON, Chicago, Ill.

**BUCKWHEAT WANTED.**

We are always in the market for sweet, sound buckwheat—either car or bag lots. Send samples of what you have to offer.

D. GRATZ & SON, Tecumseh, Mich.

**WANTED.**

Everybody to remember that just as they read this advertisement, other people will read theirs. If you want to sell or buy or want a partner, advertise in the "American Miller." Rates on application.

MITCHELL BROS. CO., 315 Dearborn Street, Chicago.

**ROOFING AND SIDING.****SYKES STEEL ROOFING CO.**

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**MAKERS OF FIREPROOF WINDOWS**

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

**Corrugated Iron and Metal Roofing For Grain Elevators**

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

**GRAIN RECEIVERS****MINNEAPOLIS****F.H. PEAVEY & CO.**

MINNEAPOLIS,

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GRAIN RECEIVERS

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MILLING WHEAT A SPECIALTY

**LANCASTER****DO YOU REALIZE**

That country trade always pays you best in every way?

We work a large country business. See the point?

JONAS F. EBY & SON, LANCASTER, PA.

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The

**Bassett Grain Co.**

INDIANAPOLIS

Telephones 80 Rooms 33 and 35 Board of Trade

**SAGINAW****THE HENRY W. CARR COMPANY  
SAGINAW, MICH.**

General Selling Agents. Commission Merchants

Receivers—Corn, Wheat and All Kinds of Feeds.

Shippers—Oats, Rye, Buckwheat, Barley, Hay, Straw, Potatoes, Etc.

Correspondence and Consignments Solicited

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Grain and Hay  
NEW ORLEANS, LA.**



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G. C. HOLSTEIN, Sec'y-Treas

**Mohr-Holstein Commission Co.**

29 Chamber of Commerce

MILWAUKEE

Sample Grain a Specialty

BRANCH OFFICES AT CHICAGO, MINNEAPOLIS

CHICAGO

MINNEAPOLIS

**J. V. LAUER & CO.**

Grain Commission

**BARLEY A SPECIALTY**

Ship us your next car

Chamber of Commerce

MILWAUKEE, WIS.

## The Franke Grain Company

Receivers and Shippers of

**GRAIN AND MILL-FEED**
Rooms 43-44 Chamber of Commerce  
MILWAUKEE, WIS.

OUR SPECIALTIES:

**Malting Barley**
**Milling and Distilling Rye**
FAGG & TAYLOR, Shippers  
MILWAUKEE, WIS.

B. G. ELLSWORTH, President

H. H. PETERSON, Vice-President.

E. H. HIEMKE, Secretary

**L. Bartlett & Son Co.**
**GRAIN**
**COMMISSION MERCHANTS**
Room 23 Chamber of Commerce Building  
MILWAUKEE, WIS.

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## BROOKLYN HAY & GRAIN CO.

HAY, STRAW AND GRAIN

**COMMISSION MERCHANTS**

ON ALL MARKETS IN NEW YORK HARBOR

Office: Borough of Brooklyn, New York

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**D. G. Stewart & Geidel**

GRAIN, HAY AND FEED

**RYE A SPECIALTY**

Office 1019 Liberty St.

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Proprietors Iron City Grain Elevator. Capacity

300,000 bu.

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We want to hear from shippers of hay and grain. Our direct service to large consumers in this district enables us to get top prices for good shipments. Liberal advancements to consignors.

**DANIEL McCaffrey's Sons Co.**

PITTSBURGH, PA.

References: Washington Nat. Bank. Duquesne Nat. Bank.

## ST. LOUIS

### Daniel P. Byrne & Co.

General Commission Merchants

SUCCESSORS TO

**Redmond Cleary Com. Co.**

Established 1854

Incorporated 1887

**Grain, Hay, Mill Feed and Seeds**

Chamber of Commerce, St. Louis, Mo.

## SLACK-FULLER GRAIN CO.

RECEIVERS AND SHIPPERS

OF

**GRAIN**

—CONSIGNMENTS SOLICITED—

208 Merchants' Exchange

ST. LOUIS, MO.

John Mullally, Prest.

Martin J. Mullally, V-Prest.

Vincent M. Jones, Sec'y &amp; Treas.

### John Mullally Commission Company

**GRAIN, HAY AND SEEDS**

Rooms 405-406 Chamber of Commerce. St. Louis. Mo.

J. L. Wright  
W. H. Wright  
C. L. Wright

We Buy to Arrive

### J. L. WRIGHT GRAIN CO.

Chamber of Commerce

St. Louis, Mo.

CONSIGNMENTS SOLICITED

## Results Count

And that is our lead—getting our customers results. We protect your interest on grades and weights and make prompt returns. Try us for RESULTS when you ship to St. Louis.

Picker &amp; Beardsley, St. Louis, Mo.

Thos. Cochrane, Lincoln, Neb.

M. W. Cochrane, St. Louis

### Cochrane Grain Co.

Receivers and Shippers of

**Grain and Hay and Seeds**

305 and 306 Chamber of Commerce, ST. LOUIS

## SEELE BROS. GRAIN CO.

ST. LOUIS

## ST. LOUIS

ESTABLISHED 1864

Long Distance Phone, Main 761

### Eaton, McClellan & Co.

**GRAIN, HAY AND SEEDS**
**GENERAL COMMISSION**

417 Chamber of Commerce

ST. LOUIS

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G. S. Carkener

G. C. Martin, Jr.

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(Not Incorporated)

The Consignment House that GETS RESULTS.

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Members { Merchants Exchange of St. Louis,  
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St. Louis, Mo.

**GRAIN and HAY**
**Sellers Exclusively**

Only your interests to serve. This assures best price and results always.

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R. C. ROBERTS

R. L. HUGHES

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**RECEIVERS GRAIN SHIPPERS**
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DETROIT, MICH.Merchants Exchange  
DECATUR, ILL.

Consignments Solicited.

Ask for our Bids and Quotations.

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DETROIT, MICH.

**Grain and Seed Merchants and Commission**

OUR SPECIALTY: OATS AND CLOVER SEED

We handle Beans, Barley, Rye, Corn, Wheat. Try us. Liberal advances.

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Corn for Feeders. Milling wheat a specialty, both winter and spring. Write for samples and prices. Shipment via C. &amp; N. W. R. R.

General Offices,

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IF YOU WANT THE EXPERIENCE OF A STRICTLY  
HIGH-GRADE FIRM

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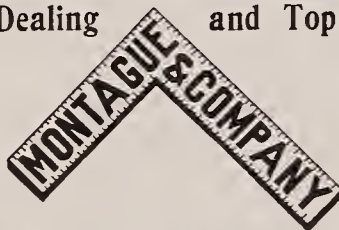
### CRIGHTON & CO. Grain Merchants

EVERY FACILITY FOR HANDLING YOUR CASH AND  
FUTURE BUSINESS SATISFACTORILY

Royal Insurance Bldg., CHICAGO

Square Dealing and Top Prices.

If we  
have not  
handled  
your  
Chicago  
Business,  
try us.



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ceiving  
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chants.

Wheeler Bldg., 6 and 8 Sherman St., CHICAGO.

## THE BEST SERVICE

THIS season I have made a special study  
of the oats situation and in soliciting  
your business I feel that I can offer you the  
services of a well-posted expert — try me.

### Gardiner B. Van Ness

GRAIN COMMISSION

640-641-642 Postal Telegraph Bldg., Chicago

ALL THE TIME

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We solicit your  
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Consignments of all kinds of Grain and Field  
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LIBERAL ADVANCES MADE

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My customers do a profitable business  
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B. S. ARMSTRONG

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Good Prices

Prompt Returns

Very Best Attention

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"They're Running Mates"

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ESTABLISHED 1874

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AND

Track Buyers of Grain

6 Board of Trade CHICAGO

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Ask for Bids Consignments Solicited



## MAY 1909 CORN

Write for my May, 1909, Corn Circular. An exhaustive  
review of the corn situation. Sent Free.

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GRAIN MERCHANTS

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Consign your grain and seeds and send your  
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Write for our Daily Market Letter.

Your interests are our interests.

Special attention given to cash  
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CONSIGNMENTS AND ORDERS FOR FUTURE DELIVERY  
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Grain Buyer and Shipper

Operating the Interior Elevator at South Bend, Ind.

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No ORDER too Large for Me to Execute

GRAIN CONSIGNMENTS MY SPECIALTY

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715 BOARD OF TRADE, - CHICAGO

Or too Small to be Appreciated

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Grain Buyers and Shippers

CORRESPONDENCE SOLICITED

87 Board of Trade, CHICAGO, ILL.

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Buyers and Shippers

— of Grain —

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Grain and Field Seeds Commission Merchant

BARLEY, OATS, WHEAT, CORN, RYE

TIMOTHY, CLOVER, FLAX, HUNGARIAN MILLET

6 SHERMAN STREET, CHICAGO

Write us freely on all matters pertaining to grain and field seeds.  
Your questions fully and cheerfully answered; particular attention paid to timothy seed and grain by sample. Consignments and speculative orders receive our careful personal attention.

**ARMOUR GRAIN CO.**

GRAIN DEALERS

Consignments solicited. This department is fully equipped in every way to give the very best service in Chicago.

205 La Salle St. CHICAGO

**FREEMAN BROS. & CO.**

Successors to H. H. FREEMAN & CO.

HAY, STRAW AND GRAIN

COMMISSION MERCHANTS

Correspondence and Consignments Solicited. . . Market Reports on Application. 66 BOARD OF TRADE CHICAGO, ILL.

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Consign and Place Your Future Orders with

**Rosenbaum Brothers**

Commission Merchants

77 Board of Trade. Chicago

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Special attention given consignments of grain and seeds.

Orders in futures carefully executed.

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All business transacted through and confirmed by H. W. Rogers & Bro.

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MERCHANTS

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Established 1879 CHICAGO, ILL.

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Stock Brokers and Commission

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Business Solicited in any Department. Receiving, Shipping, Futures.

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Commission Merchants

GRAIN, SEEDS AND PROVISIONS

72 Board of Trade, CHICAGO

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**ECKHARDT CO.,**

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**HOOPER GRAIN CO.**

OAT SHIPPERS

Postal Telegraph Bldg., Chicago

OPERATE ATLANTIC ELEVATOR AND GRAND TRUNK WESTERN ELEVATORS, CHICAGO.

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**L. F. MILLER & SONS,**

RECEIVERS AND SHIPPERS OF

Grain, Feed, Seeds, Hay, Etc.

OFFICE: 2931 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED. Special attention given to the handling of CORN AND OATS.

REFERENCES: Manufacturers' National Bank, Philadelphia, Pa.  
Union National Bank, Westminster, Md.

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**THRESHER FULLER GRAIN CO.**

Grain Commission Merchants

CONSIGNMENTS SOLICITED

Grain Bought and Sold for Future Delivery.

311-14 Board of Trade. Kansas City, Mo.

**MOORE-LAWLESS GRAIN CO.**

COMMISSION

CASH - FUTURES

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Ship Your Grain and Send Your Order for Futures to

**Ernst-Davis Grain Co.**

KANSAS CITY, MO.

MEMBERS: Kansas City Board of Trade, Chicago Board of Trade, St. Louis Merchants' Exchange

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WHEAT, CORN, OATS, HAY AND STRAW

OUR SPECIALTY: RECLEANED ILLINOIS SHELLLED CORN CLEVELAND, O.

## CAIRO

**H. L. Halliday Milling Co.**

RECEIVERS AND SHIPPERS

CORN-WHEAT-OATS

CAIRO, ILLINOIS



# GRAIN RECEIVERS

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ESTABLISHED 1846

Be Friendly.

Write Occasionally.

### C. A. KING & CO.

Toledo leads the world on Clover Seed. It is one of our leaders. Favor us with your orders for futures and consignments. Read our specials.

Frederick W. Rundell James E. Rundell  
ESTABLISHED 1877

### W. A. RUNDELL & CO.

Grain and Seeds  
CASH AND FUTURES

Consignments Solicited Ask for our Daily Grain Bids  
Room No. 33 Produce Exchange, TOLEDO, O.

FRED O. PADDOCK, Pres. JESSE W. YOUNG V.-Pres.  
ORMOND H. PADDOCK, Secy. & Treas.

### The Paddock-Hodge Co.

GRAIN

TOLEDO OHIO

Cash and Futures—Wire, Write or phone and we will give you our best services.

### The Cuddeback Grain Co.

We buy track elevator for direct shipment to interior and eastern markets  
Futures handled in Toledo or Chicago  
Special attention given consignments

32 Produce Exchange, TOLEDO, OHIO

### REYNOLDS BROS.

TOLEDO, O.

### Buy and Sell Grain

### SELL US YOURS

If you don't get our bids, ask for them. Consignments always welcome. Consign us yours.

FRED MAYER FRED W. JAEGER  
ESTABLISHED 1879

### J. F. ZAHM & CO.

GRAIN and SEEDS  
TOLEDO, OHIO

Handling consignments and filling orders for futures  
OUR SPECIALTY

SEND FOR OUR DAILY CIRCULAR; IT'S FREE

## TOLEDO

### The J. J. Coon Grain Co.

GRAIN, SEEDS AND FEED



61 Produce Exchange, TOLEDO, OHIO

Consignments Solicited

Cash and Futures

## BUFFALO

W. W. ALDER

T. J. STOFER

### ALDER & STOFER

COMMISSION MERCHANTS

We do not buy any grain, but handle on commission, and solicit your Buffalo consignments.  
83 Chamber of Commerce, Buffalo, N. Y.

L. S. CHURCHILL, President  
G. W. BARTLETT, Treasurer

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Commission Orders Executed. Grain and Seed Bought and Sold

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We solicit your consignments for Buffalo market

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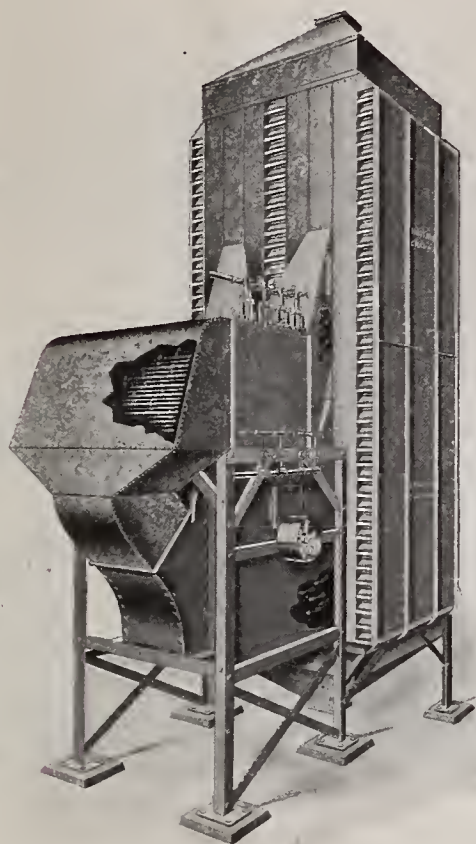
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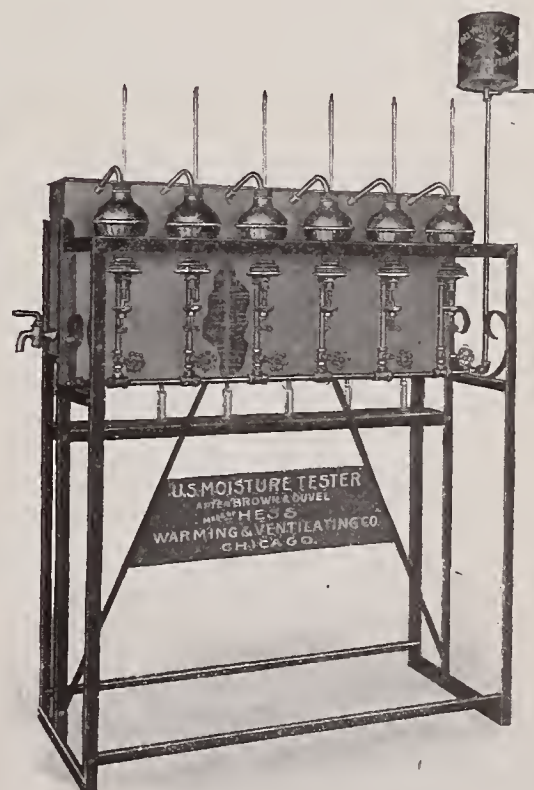
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OUR GRAIN DRIERS, with the steam coils omitted, will arrest fermentation and heating of grain more rapidly than any other device. The No. 3 conditioner (like cut, excepting coils) is guaranteed to cool and save 10,000 bushels of heating grain per 10 hours. Do not mistake this for a drier, for cold air will not dry grain rapidly enough to be commercially useful as a drier.

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For Gas, Gasoline, Alcohol or Electricity  
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**Builders of Grain Elevators  
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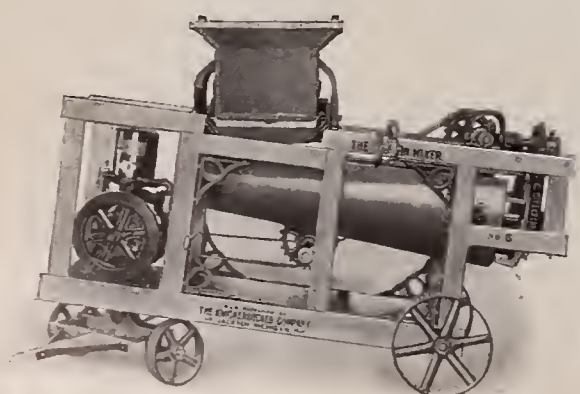
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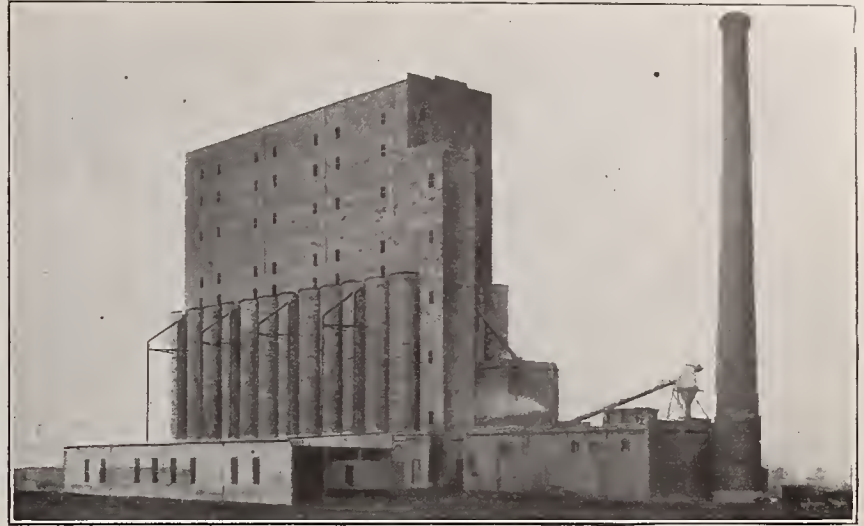
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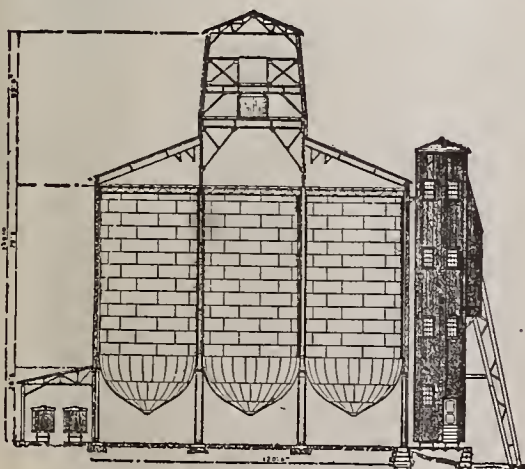
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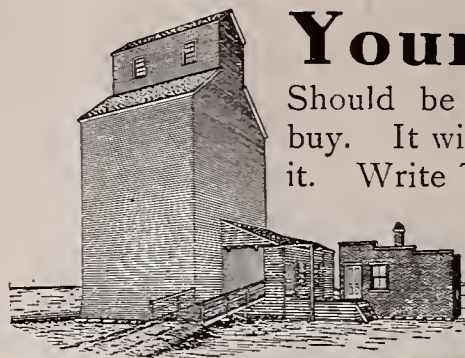


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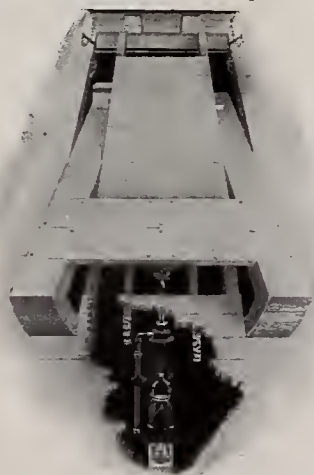
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Semi-Annual Assessments, costing about one-half Stock Company rates.

No conflagration hazard.

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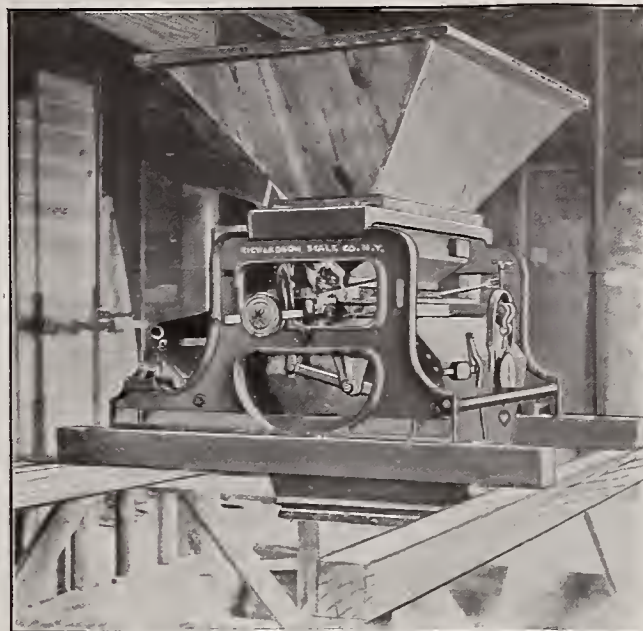
This device is the only Automatic dump controller on the market that requires neither hand nor power to operate. It causes the dump to settle down easily without the least jar or jerk and prevents accident to wagon or team.

This device is a small cylinder filled with cold tested oil in which travels a piston which is attached to the front end of the dump. The motion of the dump is controlled by the forcing of this oil through a regulating valve, which can be adjusted to suit operator.

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**RICHARDSON AUTOMATIC SCALE**

It is the greatest modern money-saver in use, therefore indispensable to a money-making elevator.

**Don't Accept Any Substitute!**

The scale illustrated is installed at Allen Grain & Elevator Co.'s elevator at Decatur, Ill. "We are using this scale for transferring grain from car to car and it has given perfect satisfaction. It affords great pleasure in recommending this scale to the trade for rapid and accurate weighing."

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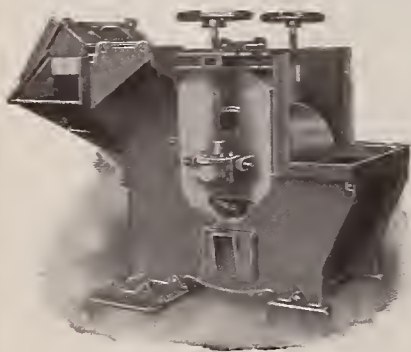
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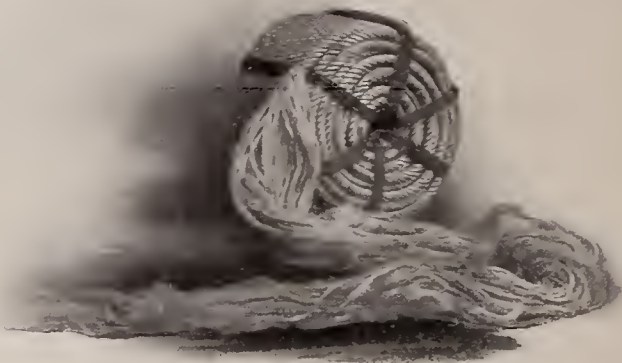
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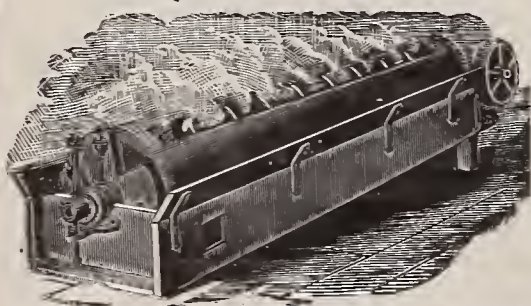
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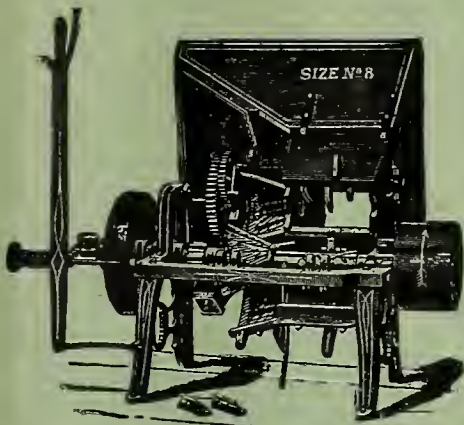
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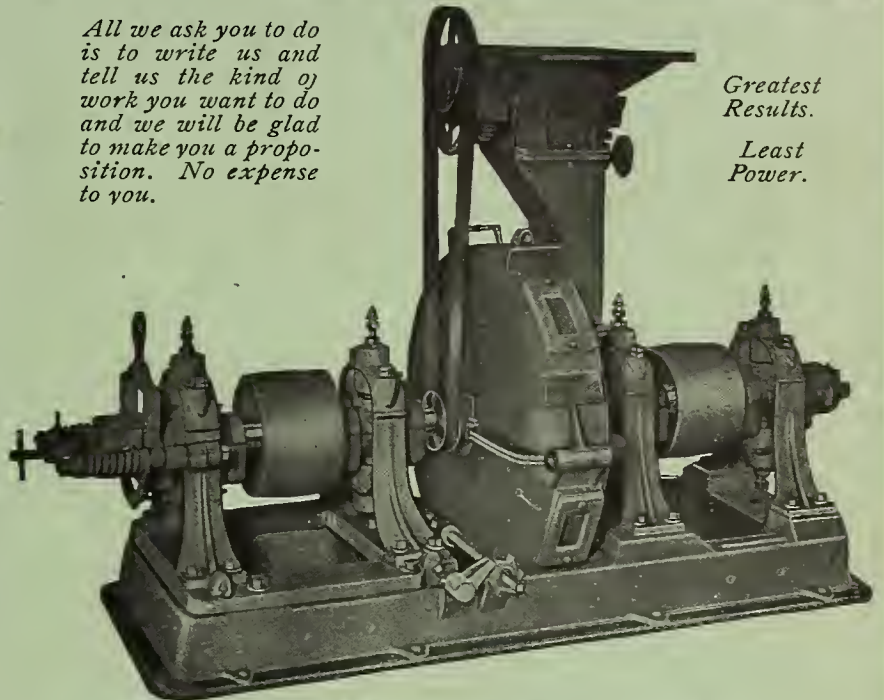
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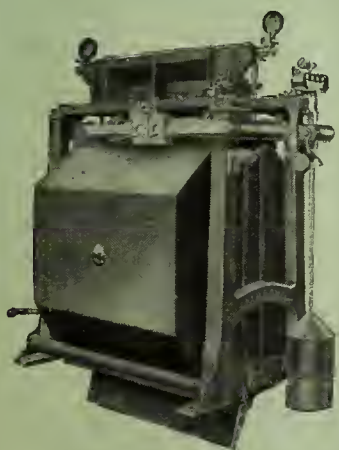
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Has sealed standard weights and graduated beam and can be balanced and tested at any time without dumping.

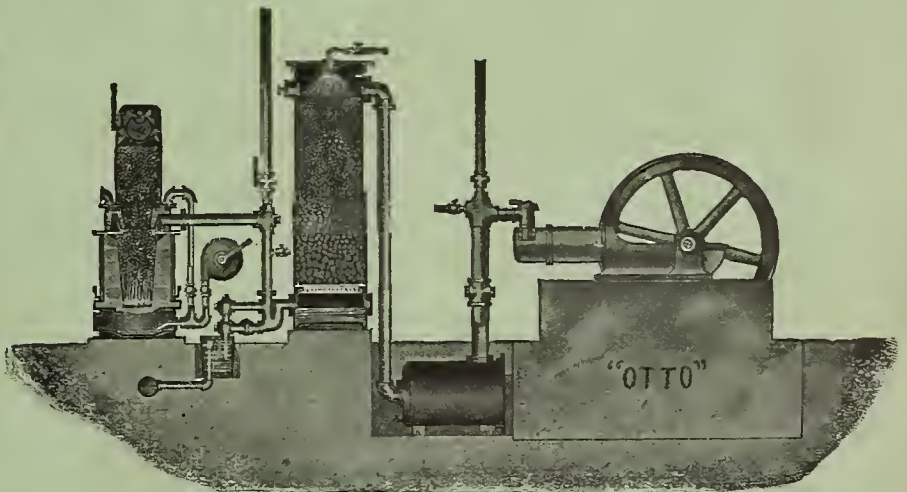
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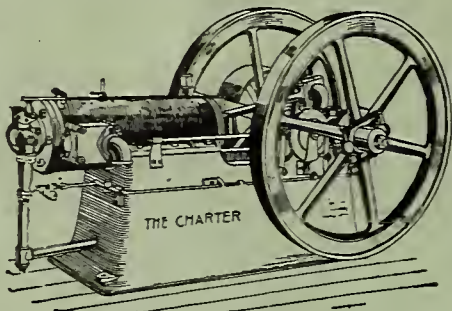
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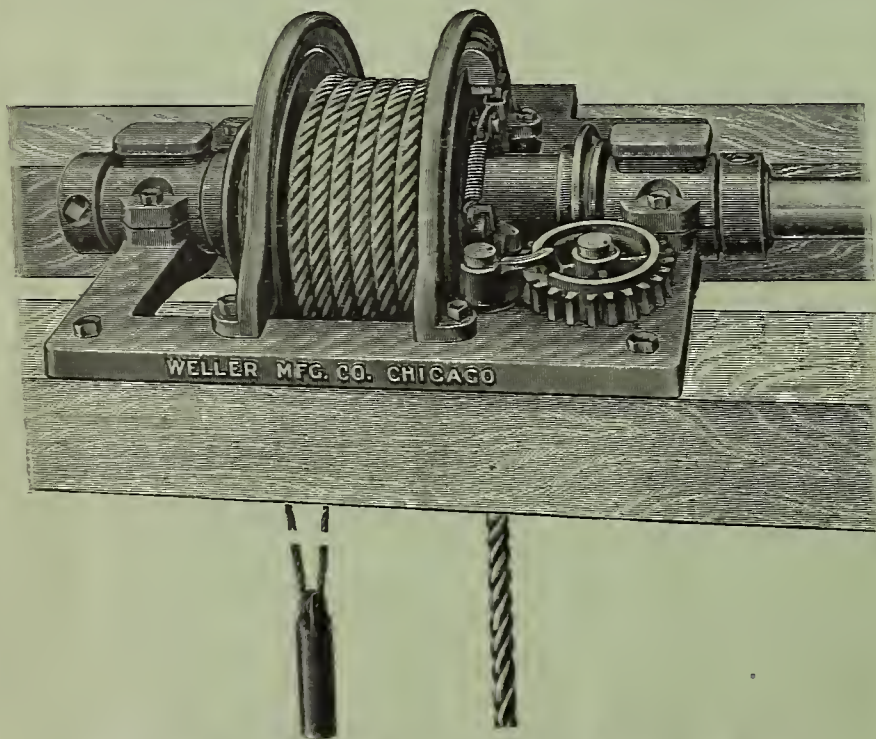
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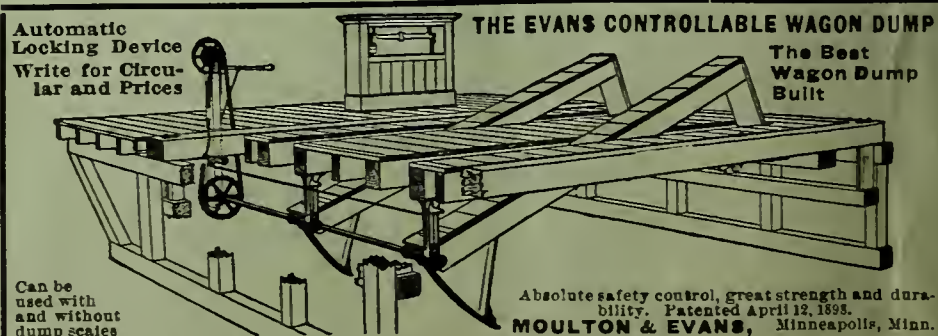
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